AGE of SAIL II

WRITTEN BY THE
AGE OF SAIL
II
Cape
Halifax
DEVELOPMENT TEAM!

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AGE of SAIL II

Prima's Official Strategy Guide

Ashton V. Fletcher III

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Foreword from the Designers of "Age of Sail II"

Age of Sail II is the sequel to TalonSoft's best-selling *Age of Sail*, shipped in 1996. The original *Age of Sail* was ahead of its time, bringing to the market an exciting simulation of ship-to-ship warfare glorified by the likes of Hornblower and Nelson.

The game's designs and concepts were influenced by the miniatures games of the mid 1970's, the forerunner of modern naval war gaming. The experience was that of hard fought battle blended with the visual excitement of hand painted ship models raking each other, slamming into enemy ships, conducting boarding actions, etc.

Until the mid 1980's, tabletop miniatures were the only way to visually re-create combat in this era. When the chance came to do *Age of Sail*, visions of a "perfect" gaming experience flooded into TalonSoft. However, the technology of the time limited the final result. Lack of true 3D graphics equated to fixed view models; panning and true zooming were not available; the graphical limit of a 16-point compass for maneuvers eliminated the ability to show smoothly turning battle formations; limited animations detracted from the overall presentation.

Current technology has permitted us to fully exploit the original vision and deliver an experience true to the times. *Age of Sail II* features a fully functioning 3D environment with total camera control. The ships are beautiful, fully 3D models, complete with individually puffing sails, unique damage texturing, falling masts, and fire. Smoke hangs thick around these battle ships as they pound away at each other, slicing and turning to maneuver into a favorable firing position.

Age of Sail II may be classified as a military strategy game in computer game terminology but it is actually a military tactical simulation. We wanted to leave multiple paths for the player to pursue to victory, allow the player to easily command multiple units simultaneously and capture the excitement of real naval battle. Hence, the game is non-linear; it is not scripted and gameplay is in "real time" with a player interface that is simple and comfortable. Orders can be given using a mouse, menu items, and/or the keyboard. Less common and more complex tasks use buttons, additional keys and/or menus and many may be automated. The game is played using a smoothly and easily shifting isometric or camera view. A continuous zoom feature shifts players from a more distant view for navigation purposes to a more close-up "battlefield" view for use during combat, and anything in between.

Ship's captains had absolute power ("Ye swabs me deck or ye tastes me whip!") on ships of this era. Extensive efforts are made to capture a sense of that power. Each player directly commands one ship at a time, although additional ships may also be more loosely controlled and individual ship control may be changed during a game. It is possible for a player to personally sail his own ship and also lead squadrons of other ships into large battles. During the battle parts of the game, the player leads his or her crews as captain of a ship and, possibly, as admiral of a squadron or fleet.

Immersing the player in the era while allowing the player the freedom of individuality was always a priority. There are many ship types of varying sizes and riggings available for use and players can be of many different nationalities. A character development system was created to allow the player to be rewarded in his/her quest: The ultimate goals are a legacy of prestige, fame, glory, and social position.

As with all of our wargames, emphasis was placed on historical accuracy, without sacrificing any of the fun factor. The game's background is enhanced by an historical treatment that requires no player effort and does not interfere with the enjoyment of the game. The "Great Age of Fighting Sail" really existed during a most incredible seagoing era and players can enjoy splashing around in our model of the time and place. The ships we include existed, guns performed as they do in the game and empires were made and lost on the tossing waters of the bounding main.

The end result is a gaming experience approaching the original design vision and immersing the player in a glorious era of naval combat, the Age of Sail.

Jim Rose

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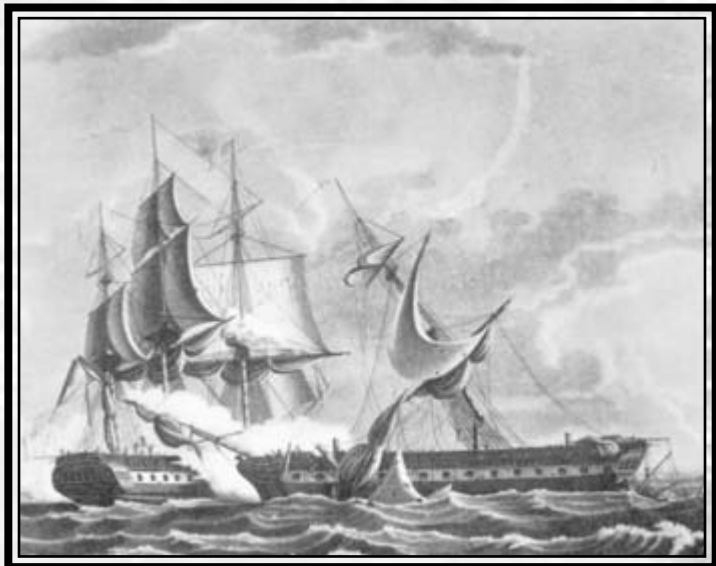
Introduction

Age of Sail II takes you back to a time between the American Revolution and the War of 1812, an era of great naval battles and evolving naval tactics. In this game, you command historical sailing ships and participate in naval battles that forever altered the course of Western history. As you learn the ropes and become a great naval commander, you'll mourn your losses and swear vengeance for the deaths of your valiant crewmen.

Chapter 1 of this guide, "Living in the Age of Sail," provides historical background information to help both seamen and landlubbers understand the trials and tribulations of commanding a sailing ship into battle. You'll find a glossary of period terminology and a brief rundown of ship designs, so you can tell your vessels from the enemy's.

Chapter 2, "Discussion of Tactics in Age of Sail II," covers the era's naval war tactics and how to apply them to your gameplay. Because the battles in Age of Sail II are so realistic, the tactics that proved effective historically often are equally appropriate in the game against AI or human opponents.

Finally, Chapter 3, "Discussion of Historical Scenarios in Age of Sail II," offers details of the 115 scenarios included in Age of Sail II, including the history of each and how they transpired in long-ago reality. Play the scenario as it actually was fought, or adapt your own tactics to see if you can do better: Replay history—or reshape it!

I hope you find this guide as informative and enjoyable as Age of Sail II itself. Now grab your compass and telescope and let's set sail!

— Ashton Fletcher

Living in the Age of Sail

Glossary of Terms

It has been said that the past is a foreign country. Terms commonly used by our English-speaking ancestors have become obsolete, specialized, or have changed in meaning. Even the maritime vocabulary that remains in use today is sure to be unfamiliar to the land-lubbers among us.

This glossary will help those who might feel a bit bewildered by the nautical jargon used in the late 18th and early 19th centuries.

aback: The situation of a ship's sail when the wind presses upon its forward surface. Individual sails might be set aback to slow or stop a ship or hold it in position.

abaft: The posterior part of a ship, or some point nearer the stern than any given ship part, such as *abaft the foremast*. The opposite of *afore*.

abeam: A point at a right angle to the ship's mainmast. *Abaft the beam* is a position between the direct line abeam and the stern, and *before the beam* is between the beam and the head or bow.

able seaman: A prime seaman, usually in his late teens to mid-30s, who could work the sails over 100 feet up in the rigging in a raging sea. Such crewmen also served as gunners, could join boarding parties, and performed most tasks aboard a sailing ship. Able seamen received a premium in pay for their skills and knowledge.

aboard: The inside of a ship. Any person who enters a ship is said to *go aboard*; but an enemy entering in time of battle is said to *board*. To *fall aboard* is to strike against another ship. To *haul aboard the main tack* is to bring the clew of the mainsail down to the chesstree.

about: The situation of a ship *immediately* after it has tacked, or changed its course, by *going about*. Once a ship did so, it was *standing on the other tack* (going in a new direction).

abreast: Synonymous with *abeam*. (See *line abreast*.)

admiral: The commander of a fleet or large squadron of ships. Generally the term applied to the formal ranks of senior officers in the various royal navies, but private companies sometimes appointed informal admirals when they dispatched large convoys or privateer raiding squadrons.

adrift: The state of a ship or vessel that has broken loose from its moorings and is driven without control, at the mercy of the wind, sea, and/or current.

afore: The part of a ship that lies forward or near the stem. The opposite of *abaft*.

aft, after: Lying behind or near the stern of a ship. (See *abaft*.)

afterguard: Seamen stationed on the quarterdeck and poop who work the aftersails.

aftersails: Collective term for the sails on the mizzenmast.

aloft: Tops, mastheads, the higher yards, rigging, or any crewmen located there who work these parts of the ship. Lookouts could also be sent *aloft* for a better view.

alongside: Anything close to a ship.

amidships: The middle of the ship, either with regard to its length or breadth, as in *The enemy boarded us amidships*.

anchor: A heavy, hooked instrument attached by cable to a vessel. Thrown overboard, it lays hold of the earth, fixing the vessel in place. The *best bower* and *small bower* were used most commonly, stowed farthest forward, or nearest the bow. The best bower was the anchor on the starboard bow and the small bower was the one on the larboard (left, or port) bow. Other anchors include the *sheet anchor*, which was the same size and weight as the bowers; the smaller *stream anchor*; and a *kedge anchor*, the smallest of all.

apron: A small, thin piece of lead used to cover the vent of a cannon. It kept moisture out when the gun was not in use.

aristocracy: European society was still rather medieval in during *Age of Sail II*'s historical epoch. Consistent with the philosophy of the *divine right of kings*, aristocrats ruled the great mass of humanity based on carefully researched noble family trees. The nobility owned the best armor, war horses, and weapons, making it easy to keep commoners properly subservient. Gunpowder gradually changed this feudal order.

Wealthy commoners often could arrange to marry into some impoverished branch of the nobility, or bribe the right people to be awarded noble status. Military talent also could lead to upward social movement. Compared to their patrician army counterparts, the officers of the British Royal Navy were mostly middle-class. Horatio Nelson, son of a preacher, seemed more imposing and agreeable to the ruling castes when made "Lord Nelson of the Nile." Nearly one-fourth to one-third of the families of the lower nobility had achieved their exalted status within a given century—almost enough to replace the noble houses that had died out.

Achieving high rank in most European navies was impossible without a patent of nobility. Even in France, where revolution swept away the nobility in the 1790s, Napoleon made himself Emperor and created a whole new aristocracy consisting of the most successful military officers and surviving bluebloods who supported his regime. Most of Napoleon's admirals came from this group.

at end: Any spar or mast placed perpendicularly.

astern: Anything behind a ship.

athwart: The space from side to side of a ship, or something at right angles to it. This salty nautical term was applied in a variety of ways. *Athwart hawse* was used when a ship was driven by the wind, tide, or other accident across the stem (bow) of another ship, whether the ships bear against or are at a small distance from each other. *Athwart the forefoot* generally referred to a *warning shot*—the flight of a cannonball, as fired from one ship across the line of another's course, but ahead of it as a signal for the latter to *bring to* (stop).

avast: This was an order to stop doing something. (Pirate movies wouldn't be the same without someone shouting "Avast, ye lubbers!")

awash: Situation when water washes over the ship's side(s).

backstay: An aft-slanting stay for the masts, extending from the mastheads to the side of a ship.

bar: A shoal running across the mouth of a harbor or river, often made up of the debris deposited by tidal ebb and flow.

bar shot: A projectile of two hemispheres separated by a short bar of lead. When fired from a cannon, the hemispheres separate and do great damage to rigging and spars. Bar shot as such is not used in *Age of Sail II*, as its effect is the same as that of *chain shot* (see the entry).

bare poles: A ship with no raised sails.

barque: A three-masted vessel, with foremast and mainmast square-rigged, and mizzen-mast fore-and-aft-rigged.

barquentine: A three-masted vessel having the fore-mast square-rigged and the others fore-and-aft rigged.

barricade: The wooden parapet on the side of the poop deck; more commonly call a *bulwark*.

battery: A variable number of artillery pieces placed on a ship or in a fortification so as to fire or operate together. On warships, it was common to designate two or three guns on each side of one deck a *battery* and place it under the command of a midshipman. All guns on one deck generally formed the command for a lieutenant. Because combat commonly took place on only one side of a ship, the battery commander normally controlled the firing of just the two or three guns on the engaged side.

Army field and horse artillery batteries, with four to eight crewed guns, accompanying limbers, caissons, and battery wagons and horses to pull them, were organized more consistently. Guns also were said to be *in battery* when run forward, with their barrels protruding from their embrasures, or gun ports, and ready to fire.

battle sails: A reduced suit of sails carried by a ship going into action. Although the reduced sail area decreased ship speed, a ship under battle sails could be handled by fewer sailors, leaving more to man the guns. The decreased rigging tension reduced damage from hits to masts, spars, and standing rigging or sails. Fire hazard was also reduced and the ship heeled less, which improved gunnery.

battle stations: The crew's normal locations and duties aboard a warship when combat is expected.

Beaufort scale: English captain Francis Beaufort devised this wind-force scale while commanding the HMS *Woolwich*, 44. Each number on the scale describes a combination of winds and waves, which provided seamen with a standardized way to set their sails.

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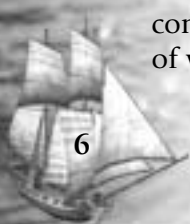
The Beaufort Scale

Beaufort Number	Description	Wind Speed (Knots)	Wave Height (Feet)	Observed Effects on the Surface of the Sea
0	Calm	Under 1	—	Sea smooth as a mirror.
1	Light air	1–3	.25	Ripples have the appearance of scales but no foam crests.
2	Light breeze	4–6	.75	Small wavelets; crests have a glassy appearance and are not breaking.
3	Gentle breeze	7–10	2.5	Large wavelets; crests begin to break with scattered whitecaps.
4	Moderate breeze	11–16	4.25	Small, longer waves; numerous whitecaps.
5	Fresh breeze	17–21	7	Moderate waves take longer to form; many whitecaps and some spray.
6	Strong breeze	22–27	11.25	Larger waves are forming; crests are everywhere and there is more spray.
7	Near gale	28–33	16.25	The sea heaps up; white foam begins to be blown in streaks.
8	Gale	34–40	21.5	Moderately high waves of greater length; the edges of crests begin to break into spindrift; foam is blown in well-marked streaks.
9	Strong gale	41–47	27.5	High waves with a rolling sea and dense streaks of foam; the spray may reduce visibility.
10	Storm	48–55	35	Very high waves with overhanging crests; very dense streams of foam give the sea a white appearance; rolling is heavy and visibility is reduced.
11	Violent storm	56–63	44.5	Exceptionally high waves covered in white foam patches with reduced visibility.
12	Hurricane	64+	45+	The air is filled with foam; the sea is completely white with driving spray and visibility is greatly reduced.
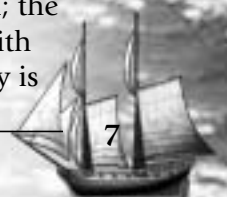
beam, on the beam: This implies any distance from a ship on a line with its beams, or at right angles to the keel. Thus, if the ship steers or points northward, any object lying east or west is said to be on its starboard or larboard beam. (See the *abeam*.)

beam ends: A ship is said to be *on its beam ends* when it's lying over so much that its deck beams are nearly vertical.

bear up, or bear away: A change in course to make a ship run *before the wind* after it has sailed some time with a side wind or close hauled. The term seems to have been derived from the motion of the helm, as the helm is borne up to the windward (or *weather*) side of the ship during this maneuver. Hence, *bear up* seems to refer only to the helm, as in "Bear up the helm a weather." With respect to any other thing, a ship would *bear away* or *bear down*; thus, "We bore away for Torbay," or "We bore down upon the ship and engaged it."

bearing: The point of the compass on which any object appears, as the situation of any object in reference to any given part of the ship.

beat (into the wind): Turning to windward in a storm or fresh wind; making progress at sea against the direction of the wind. A ship *beating into the wind* generally sails in the direction opposite from which the wind is blowing by tacking (turning into the wind; see *tacking* entry) repeatedly while sailing in a zigzag or traverse course.

The ship sails generally in this direction.

The ship is actually a zigzag series of short legs, tacking into the wind at the end of each leg.

WIND DIRECTION
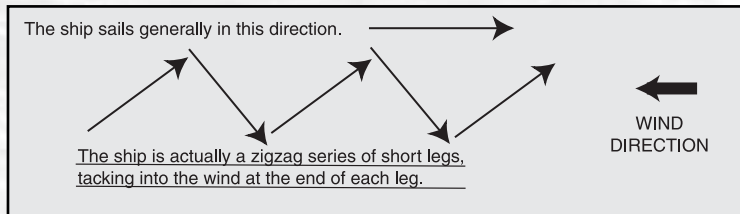
beat to quarters: The beating of a drum was used call a crew to *battle stations*.

belay: Salty sailor jargon for "to make fast." The term was often used by seamen in the sense of arresting, stopping, or canceling something, as in "Belay the last order."

bend: To fasten one rope to another. For example, to *bend sails* is to affix them to the *yards*; to *bend the cable* is to fasten it to the anchor.

bends: On a wooden ship, the streaks of thick wood or the strongest planks in a ship's side.

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berth: A place of anchorage; a cabin or an apartment aboard a ship.

binnacle: The frame or box that holds the compass.

bluff: Of a ship, having a broad, flattened front. Merchant ships usually were *bluffer* than warships.

board: The space contained between any two places where the ship changes its course by tacking; the line over which the ship runs between tack and tack, when turning to windward, or sailing against the wind. Hence, to *wake a good board* or stretch, to *wake short boards*. Also see *aboard*.

boarding netting: An arrangement of netting triced around a ship used to deter enemies from boarding the ship.

boarding party: A group of armed seamen/marines detailed to board an enemy ship. Shipboard melees could be long and bloody, so skilled commanders generally boarded only after their gun and cannon fire had broken the defenders' will to resist, allowing for an easy victory. Officers and marines often formed boarding parties, or at least spearheaded them.

One of the most famous boarding actions of the era was in the Battle of St. Vincent. Captain Horatio Nelson, of the HMS *Captain*, boarded and captured a Spanish 80-gunner; then, using the Spanish prize as a *boarding bridge* (according to one account), he boarded and captured a Spanish 112-gun three-decker.

bone: Foam under a moving ship's stem (bow). When this foam is unusually noticeable, a ship is said to "have a bone in its teeth."

Bourbon monarchs (France): The Bourbon family comprised the royal line of France from Henry IV through Philip of Orleans (1589–1830). Louis XVI was king during the American war of independence, but was beheaded during the early days of the French Revolution. French ships flew the white flag with the blue lilies of the Bourbons during the American war of independence, and then switched to the more familiar Tricolor during the French Revolution and Napoleonic Wars.

Bourbon monarchs (Spain): The Bourbon family ruled in Spain beginning with Philip V, in 1700—the proximate cause of the War of the Spanish Succession—through the 20th century. In 1973, after a break of almost 40 years, dictator Francisco Franco restored the Spanish Bourbon monarchy. During the period of *Age of Sail II*, Spanish ships flew the modern red-and-yellow flag of Spain, with Bourbon arms incorporated.

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bow (1): The ship's front end; the rounding part of a ship's side forward. The bow began where the planks arched inward and terminated where they closed at the stem or prow. During the period of *Age of Sail II*, almost all warships had the new, much stronger, rounded or elliptical upper bow section that provided the ship with some protection when raked from the bow.

   Most ships of the period displayed a figurehead on their bows. Because toilet facilities also were located in the bow, they came to be called *heads*.

bow (2): An arch of the horizon, not exceeding 45 degrees, comprehended between some distant object and the point of the compass right ahead, or toward which the ship's stem is directed.

bow chasers: Guns mounted in the ship's bows and able to fire ahead. Normally, bow chasers were, if possible, long-barreled cannons mounted on the forward sides of the *fore-castle*. The longer barrels imparted extra range and accuracy to these guns. On some ships, such as the HMS *Victory*, the bow chasers were short-ranged, but massive, 68-pound *carronades* called *crushers*.

bower anchor: The anchor carried at the bow.

bowlines, bowliners: Ropes made fast to the *leeches* (sides) of the sails, to pull them forward to better catch the wind.

bowsprit: A large *spar* pointed forward, and in large ships always at about a 40-degree angle, from the bow over the ship's head. An intricate web of lines held the bowsprit and foremast together, so if one toppled the other usually did, too. See *masts*. During this time, the bowsprit wasn't considered a true mast; a ship with three upright masts and a bowsprit was called a *three-master*.

box off: When a ship got up in the wind, or had been taken with the wind ahead, the headsails were braced around to counteract the wind and prevent the ship from turning against the captain's inclination.

braces: Ropes fastened to the yardarms to brace them.

brails: Ropes applied to the after *leeches* (side) of the driver, and some of the *staysails*, to draw them up.

break ground: A term for both weighing (bringing up) the anchor(s) and for leaving a location.

breeching: A stout rope fixed to the *cascabel* (rear) of a cannon, then fastened to the ship's side to prevent the gun from running or recoiling too far inboard. When the breeching failed, as it sometimes did during battle or fierce weather, cannons rolled dangerously around the deck. Hence the term "loose cannon" in reference to a dangerous and uncontrollable person.

brig, brig-sloop: In the game, this refers to a two-masted (foremast and mainmast, plus bowsprit), small to medium-sized, square-rigged vessel. The two masts are both primarily square-rigged. As merchantmen (ships of commerce), these were excellent cargo carriers for long voyages with a following wind. With fewer masts, a small crew could work a brig. War brigs were popular small escorts, especially during the Napoleonic period.

brigantine: A fore-and-aft–rigged brig; a vessel with two masts and some square sails, but with fore-and-aft mainsail; latterly, a two-masted vessel with foremast square-rigged and mainmast fore-and-aft rigged. Generally, it had fewer square sails than a *barque* or *barquentine*. It wasn't unusual for the same vessel to spend part of its career as a *brig*, part as a *barque* or *barquentine*, and part as brigantine, being rigged for the requirements of the various cruises.

bring to: To check the course of a ship by arranging the sails so they counteract each other and keep it nearly stationary when it is said to *lie by* or *lie to*, having some of its sails *aback* to oppose the force of those that are full. To *come to* sometimes is used with the same meaning (although more generally it means to let go the anchor).

bring up: Cast anchor to stop the ship.

broach to: When, by the violence of the wind or a heavy sea upon the quarter, a ship is forced up to windward of its course or proper direction in defiance of the helm.

broad reaching: When the wind blows from a ship's stern quarter. In this situation, a square-rigged ship's spars would be positioned as shown.

WIND

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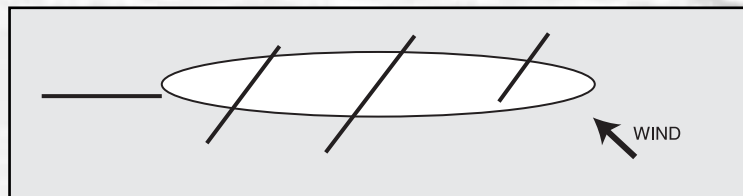
broadside: The number of guns mounted on the same side of a ship. When all such guns are fired at the same time, singly or *at will*, in groups or in succession.

bulkheads: The more-or-less permanent partitions in a ship, separating berths, cargo holds, and so on. They are most common in decks below the waterline. Less substantial and quickly removable cabin partitions were used on gun decks. When a ship was cleared for action, these partitions were removed to leave the gun decks unobstructed and eliminate a deadly source of splinters.

bulwark: The side of a ship above the upper deck.

bumkin: A short boom or beam of timber projecting from each bow of a ship. It was generally used to extend the *clew* or lower edge of the *foresail* to windward.

by the board: To go overboard at a ship's side.

cable: Large, thick rope that secured an anchor to the ship. Cables could be nine inches in circumference and were very heavy, especially when wet. A warship might carry cables up to 720 feet long, permitting anchoring in even 400–450 feet of water. Two cables could be spliced together, allowing anchors to be dropped in up to 900 feet of water.

cable's length: The length of an anchor cable—approximately 120 fathoms, 240 yards, 220 meters, or 720 feet—was used to set sailing intervals. Properly aligned ships maneuvering in line ahead (column) would set their distances between one ship's stern and the next ship's bow at common intervals that normally varied from *half cable length* to *three cable lengths*.

canister shot: A type of case shot for close-range artillery fire.

cannon: Any artillery piece with a relatively long barrel; most ships carried primarily cannon. Seagoing vessels often were rated by the number of cannons they carried—a *14-gun brig* or a *74-gun ship of the line*, for example. All cannon during this period were muzzle-loading (a scaled up version of loading a musket) and required a large crew in order to work efficiently. Naval and fortress cannons were mounted in massive wheeled carriages (usually wooden, but, sometimes, made of iron in fortifications) that were secured with stout ropes to a hull side or fort rampart. See *breeching*. When fired, a gun would recoil back on its wheels until stopped by the ropes. This gave a gun crew room to reload. Then the crew hauled on the ropes to place the gun in firing position, with the gun barrel peeking through its gun port.

captain: At sea, a captain was (and is) the commander of a ship and its company. In a national navy, *captain* (more properly, *post captain*) was a formal military rank reserved for senior officers who commanded the navy's largest and most important ships. In the British Royal Navy, ships carrying 20 or more guns were *rated* ships that required a *post captain* for command. The commanding officers of smaller naval vessels usually were ranked formally as only *lieutenants* or *commanders*, but as a courtesy usage, they were referred to as captains when in actual command. In armies, the rank of captain is much lower—requiring the officer to command an infantry or dragoon company, a cavalry troop, or a field artillery battery.

cap: A thick block of elm with a round hole in the fore part for the topmast to enter and a square hole abaft to receive the lower mast head. It was used to connect different parts of a mast.

capstan: A cylindrical machine by which an anchor is weighed (raised). Anchors and their cables were so heavy, it took large numbers of sailors pushing with all their might to work a capstan.

carronades: A short, light gun, introduced during the American war of independence, that used ball shot and was fired in a flat trajectory. Small crews could operate these short-ranged but large-bored pieces. Carronades used a different, lighter pivoting carriage than cannon and featured friction slide recoil.

On land, popular artillery pieces with light, short barrels were called howitzers; those with the shortest and most massive barrels were called mortars. Both generally employed high-trajectory fire with explosive shells. Howitzers and mortars were rare on shipboard and rarely used against ships.

cascabel: The round knob on the breech of a cannon.

cat-head: Strong wooden projections from the forecastle on each side of the bow, furnished with sheaves or strong pulleys. An anchor was lifted to one of these after it was *hove up* to the bow via the *capstan*.

cat's paw: Any light breeze perceived by its effects on the water, not considered to be sustained or durable.

chains or channels: Strong projections from a ship's sides, located below quarterdeck and forecastle ports in large ships and above the guns in small ships. The shrouds or rigging of each of the lower masts were secured to the channels by means of wooden blocks, or *deadeyes*.

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chain-shot: A pair of projectiles connected by a chain, used as cannon shot. *Chain* was used to damage enemy sails and rigging.

chase guns: Any ship's cannon or carronade that faced the bow and/or stern, as opposed to being part of the broadside, although many, especially bow chase guns, could be turned and used as part of the broadside. These cannon were mainly used to attempt a lucky hit that might slow a pursuer or fleeing ship.

chesstree: A piece of wood bolted perpendicularly on each side of the ship near the gangway to confine the *clew* of the mainsail. This was done using a hole in the upper part through which the *tack* passed to extend the *clew* of the sail to windward.

clear for action: Removing all partitions from the gun decks, unlocking the magazine and arms locker, all crewmen reporting to battle stations and all guns being loaded and prepared for action. Warship crews were drilled in this and a crew that could *clear for action* quickly (in under 10 minutes) was highly valued.

clew: A lower corner of a square sail; the after lower corner of a fore-and-aft sail.

clew garnet, fore or main: A rope running double from nearly the center of the fore or main yard to the clews or corners of the sails, where the tack and sheet were affixed; the principal means of *clewing up* or taking in a sail.

clew up: To haul a sail up to a yard or mast by means of lines.

close-hauled: When the wind blew from near a ship's bow quarter. A ship that was *close-hauled* was sailing as close to the wind's direction as possible. In this situation, a ship's spars would be positioned as shown:

WIND
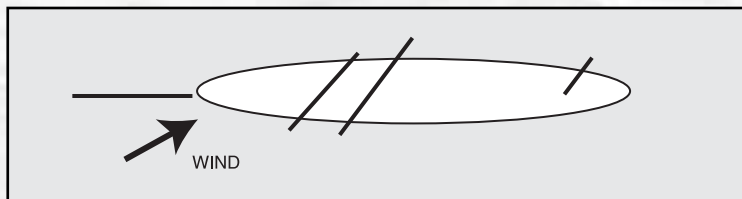
club-hauling: Tacking by means of an anchor. This involved hauling an anchor, attached to the ship by a cable, aboard one of a ship's boats, dropping the anchor, then working the capstan to pull the ship toward the anchor.

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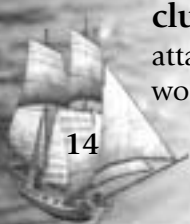
coamings: Hatchway borders, raised above the deck.

column: A group of ships in line ahead. See *line ahead*.

come about: When a ship turned into the wind and continued swinging onto another tack.

commodore: In larger navies, the rank between captain and admiral; in smaller navies (the U.S. Navy, for example, which didn't have the rank of admiral until the Civil War), the highest rank. This officer typically commanded a small squadron of ships.

conning a ship: Directions given to the steersman by a superior (quartermaster, captain, master, or pilot).

corsair: Generic term applied to pirates, and specifically those in the Mediterranean—even more narrowly, to Moslem pirates from North Africa who raided primarily in the Mediterranean. By the 1770s, their heyday was nearing an end, but corsair attacks still remained a consideration for travelers in the Mediterranean.

courses: A name distinguishing fore and main sails and the driver.

crank: Quality of a ship that, for want of sufficient ballast or cargo, becomes incapable of carrying much sail without the risk of upsetting.

cutlass: A short, heavy, sword with a somewhat curved blade, popular with sailors for shipboard melees. Primarily a slashing weapon, the blade's point and one side were sharpened for slashing and stabbing. A handy weapon for use in a ship's tight spaces.

cutwater: The knee of the head—the foremost part of a ship's bow, which literally cut through the water.

davit: A piece of timber used as a crane to hoist the *flooks* (later, *flukes*) of an anchor to the top of the bow to secure it: This process was called *fishing the anchor*.

deadeye: A wooden block encircled with a rope or iron band, pierced with holes to receive the lanyard.

deckhouse: A house, cabin or saloon erected on the upper deck.

double-shot: Two shots together—normally, two round shots (cannonballs) or a round shot plus a grape shot round—loaded into a cannon or carronade to do more damage. Occasionally, *triple-shot* would be used. All these combinations increased lethality but drastically decreased weapon range.

draft: Depth of a ship below the waterline.

driver: A large sail suspended to the *mizzen gaff*; also called a *spanker*.

edge away: Changing a ship's course by sailing more afore the wind than before.

fathom: Six feet (1.83 meters).

fighting tops: Platforms at the tops of the lower masts, used for lookouts and vantages from which to fire small arms at enemy crews.

fireship/fire ketch: Usually a small, flat-bottomed ship with two masts and primarily fore-and-aft (triangular) sails. A fire ketch prepared for use was filled with flammables and explosives. Specially built versions had the port hatch hinged from below to admit more draft, but improvised fire ships were only slightly less efficient.

  Fire ships were generally smaller warships or merchantmen pressed into service. Guns would be loaded and run to fire (triggered at unpredictable intervals by the flames of the burning ship) hindering enemy attempts to divert them or fend them off. The rigging might also be filled with dangling grappling hooks to seize and hold the flames to an enemy's rigging. A skeleton crew of volunteers would sail close to an enemy ship, tie down the steering, set the ketch or ship on fire, and flee in a boat.

fleet: An assemblage of warships larger than a squadron, often consisting of more than one squadron. The number is inexact, but 10 or more ships operating under one control usually is called a *fleet*.

flooks: Broad parts or palms of the anchors. Modern spelling has evolved to *flukes*.

flotilla: A squadron or fleet of very small vessels—often galleys little more than large rowboats.

fore-and-aft: Regarding the lengthways of a ship; also a common name for triangular sails or ships primarily fitted with these sails. In *Age of Sail II*, a fore-and-aft–rigged ship has mostly triangular sails; also called *lateen rigged*. Such ships have less sail area, meaning less speed and power under sail, but can sail closer to the wind than square-rigged vessels.

forecastle: Upper deck forward of the foremast. Sometimes spelled (and certainly pronounced) *focs'l*.

foremast: Mast nearest the bow of a vessel that has two or more masts.

foresail: The sail carried on the foreyard (the lowest yard on the foremast) of a square-rigged vessel.

forestay: A stay from the foremast head to the deck, supporting the foremast.

fore-topsail: The sail above the foresail, set on the fore-topmast.

forging ahead: Being forced ahead by the wind.

founder: Another way to indicate sinking, usually applied to vessels lost due to weather conditions.

freeboard: Distance from the waterline to the lowest gun-port sill, important in determining a ship's effectiveness in heavy seas. Some early British three-decked 80-gun ships (all out of service by the game's time period) had a freeboard of only 3 feet and could use their lower-deck (and heaviest) guns only in the calmest seas. At the Battle of Quiberon Bay (1759), fought during a powerful storm, at least one French 74-gun ship (with about a 5-foot freeboard) flooded and sank when its lower gun ports were opened. Frigates, with freeboards of at least 7 feet, were best for fighting in severe weather.

frigate: A three-masted, square-rigged ship with two complete decks, which carried guns on only its upper deck (and on the quarterdeck and forecastle). The guns were high enough above the water to be worked in almost any weather. Frigates were introduced as small scouts early in the 18th century and became steadily larger and more numerous. Later models had complete spar decks connecting *quarterdeck* and *forecastle* that were completely armed with cannons and/or *carronades*. Fast and handy, frigates were the ultimate cruisers of the Age of Sail.

full sails: All major sails set to make maximum speed.

furl: To wrap or roll a sail close to the *yard*, stay, or mast to which it belongs. The sail was fastened to the *yard* with a *gasket* or cord.

gaff: *Spar* to which the head of a *fore-and-aft* sail is secured.

gangway: Either of the sides of the upper deck between the deckhouse and the rail, and the quarterdeck and forecastle.

gaskets: Piece of plait used to fasten sails to the yards.

grape shot: Cluster of around nine iron balls fastened together in tiers of three by rope and/or canvas and fired from cannons and *carronades* to cut down enemy personnel. Because of its greater penetration and range, grape shot was the preferred antipersonnel round at sea. The similar *canister shot*—a container of dozens of small musket balls—saw some use in swivel pieces, but because musket balls could be stopped by a target vessel's bulwarks and sides, *canister shot* was more popular with land armies.

grapple: Snaring or tying ships securely and closely together enough to allow boarding parties to pass among them. This is accomplished by throwing *grappling hooks* at a (very) nearby ship. Once caught in the enemy's wood or rigging, the attached rope was tied down to hold the ships together. When grappling was not desired, seamen armed with axes would be assigned to cut the ropes attached to grappling hooks.

On land, attackers might grapple the top of a wall to pull themselves up.

grappling iron, grappling hook, grapnel: Normally, little more than an iron hook attached to the end of a stout rope. The hook added weight and thus distance to a cast and its prongs could catch hold of a target.

grenade, grenado: A thin, metal, spherical container packed with gunpowder and small bits of metal for a fragmentation effect. A fuse passed through a hole in the container was lit just before the grenade was thrown. The military mainly used grenades in sieges. Military-style grenades were used at sea, but other types were improvised using clay jars, gunpowder-laden wooden canteens or small barrels using small pebbles for fragmentation.

gripe: When, by carrying too great a quantity of aftersail, a ship inclines too much to windward, and requires its helm to be kept a-weather, or to windward.

grog: A mixture of water and rum much favored in the British Royal Navy and other hard-drinking seagoing services of the day. It got its name in the mid-18th century from its introducer and advocate, British Admiral Edward Vernon. At sea, Vernon favored a coat made of *grogham* and was known to his sailors as *Old Grogham* or *Old Grog.*

Grog was fairly potent and was issued to the crew every day—partially explaining the high accident rate at sea. Grog was considered essential for good morale but meant that many naval veterans were confirmed alcoholics.

gun carriage: The wooden carriage on which a cannon barrel was mounted. The gun carriage enabled a cannon to recoil, be run back into position, and be turned slightly.

gun deck: On a warship, a deck used to hold an unbroken broadside battery of cannon. A ship with two complete decks for guns had a gun deck (sometimes called the lower deck) and a higher upper deck. A ship with three complete decks for guns had a gun deck, a middle deck, and an upper deck. The *forecastle* and *quarterdeck*, even when connected into a complete *spar deck*, was never called or considered a gun deck.

gun port: A rectangular opening in a ship's hull covered by a hinged hatchcover through which a cannon could be pointed and fired. This was hinged on top except on purpose-built fire ships. These openings also could be opened on fine days to allow air to circulate through the lower decks.

Hanoverian monarchs (Britain): British monarchs from George I (1720) to the present. Early kings of this line also were kings and electors of the German state of Hanover. Their family name was German and not changed to *Windsor* until World War I. George III, who ascended the throne in 1760 and stayed there until 1820, was born in Great Britain and raised as a British gentleman but endured periodic bouts of madness in his later years.

These monarchs were very naval-minded. In *Age of Sail II*, young future King William IV served as a midshipman under Horatio Nelson.

haul the wind: To direct the ship's course as near as possible to that point of the compass from which the wind arises. See *close hauled.*

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hawse: Generally, the situation of the cables before the ship's stem when it's moored with two anchors out from the bows—one on the starboard and the other on the larboard bow. Also, any small distance ahead of a ship, or between its head and the anchors by which it rides.

hawse-hole: Hole through which cables pass.

hawser: Small cable.

headsails: Jibs and staysails set between the bowsprit and the foremast.

heave-to: When all the paid-out anchor cable is taken in until the ship is directly over its anchor, preparatory to its being weighed out of the ground and back aboard the ship. Synonymous with *bring-to*.

helm: The ship's steering wheel, connected to its tiller by a series of ropes and pulleys. Very small ships had only a tiller that was handled directly.

helmsman: Crewmember responsible for steering the ship.

hull down: Of a ship, when its hull is below horizon and only its masts and upper works are visible.

in irons: Situation of a ship having missed stay and which refuses to fall off from the wind (that is, it remains with its bow pointing directly into the wind).

in ordinary: When a warship was "mothballed" during peacetime. A wooden ship brought into ordinary was docked in a naval dockyard and all guns, masts, and equipment removed and stored ashore, leaving only the empty hull bobbing on the wavelets and removing most of the strain from the hull. This was done to avoid expense while keeping ships available for times of need.

When the ship's services were required again, it went into dry-dock for a quick bottom cleaning and thorough inspection for spot hull repairs. Back in the water, the ship was re-equipped with masts, guns, and stores. As soon as officers were appointed and a crew recruited, the ship was ready for service.

island: A body of land smaller than a continent and surrounded by water. New Guinea is the largest island and Australia the smallest continent.

jib: A triangular headsail set on a stay forward of the foremast.

jury: Any part of a ship's fittings doing temporary duty until it can be repaired or replaced. For example, a *jury-mast* might be a large spar secured to the stub of a destroyed mast and fitted with smaller spars and/or sails to replace the destroyed mast.

keel: The beam or backbone of a ship. A large wooden ship's keel consisted of massive joined pieces of timber from trees often cut specifically for their curves, and usually laid down first during shipbuilding. Other thick *framing* pieces that defined the hull's shape were attached to the keel. Large notches were cut into the top of the keel where the masts later were *stepped* (inserted and secured). The keel extended below the planking of the lower hull. Acting with the lower hull itself, its grip in the water helped prevent a ship from being blown too much to leeward.

knot: A measure of speed synonymous with a nautical mile (about 6,080 feet). To calculate speed, sailors would toss a float alongside a ship's bow and pay out a knotted line as the float drifted to the stern. The number of knots paid out as the float moved to the stern was the ship's speed in *knots*.

labor: A ship's heavy pitches and rolls in high seas. Synonymous with hard-going.

landsman: Untrained sailors suitable only for menial labor, pulling ropes from the deck, and serving on gun crews. Often pressed or conscripted, they were present commonly in most naval warships, which needed manpower badly and could not be picky.

lanyard: Any rope used for securing or attaching.

larboard: Looking forward, the left side of a ship. The modern term *port* didn't supplant *larboard* in nautical terminology until the early 1800s.

large: The wind, when it crossed the line of a ship's course in a favorable direction, particularly on the beam or quarter. Hence, to *sail large* was to advance with a large wind, so the sheets slacken and flow and so on. The opposite of *close-hauled* or *scant wind*.

lateen-rigged: A ship with mostly triangular sails; also called *fore-and-aft–rigged*. Such sails were called *lateen sails*. Although these ships' reduced sail area made for less speed and power under sail, they could sail closer to the wind than square-rigged vessels.

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league: Measure of distance three miles in length, equaling 1/20th of a degree of latitude.

lee: The side of a ship opposite the side from which the wind blows. Also, anything in that direction, as in a *lee shore*.

**leeward:** Being in or facing the direction toward which the wind is blowing; downwind.

letters of marque and reprisal: Governmental commissions to private individuals to attack enemies during wartime. Such *privateers* provided their own armed and equipped ships and most crewmen served for a share of the loot rather than pay. Successful privateers kept a much larger percentage (often, almost all) of their loot than crews of national warships. Although these private warships provided a cheap supplement to the regular navy, sorting bad *pirates* from good *privateers* often required an impossible amount of wisdom. Loot and prizes were supposed to be fairly valued by admiralty courts of the issuing government, but a few well-placed bribes could avoid that problem.

lie to: Synonymous with *bring to* or *heave to* (see entries).

line abreast: Ships maneuvering in a line and sailing side-by-side. (All ships shown move in the direction indicated by the red arrow.)
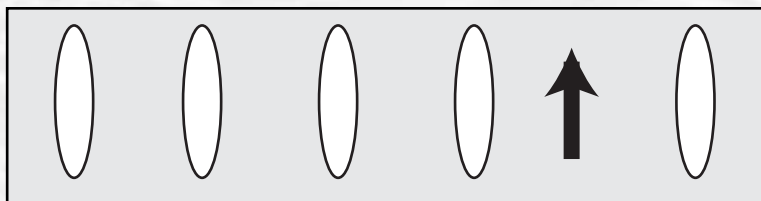
line ahead: Ships maneuvering in a straight column, following one behind the other. Also called *battleline or line of battle*. (All ships shown move in the direction indicated by the red arrow.)
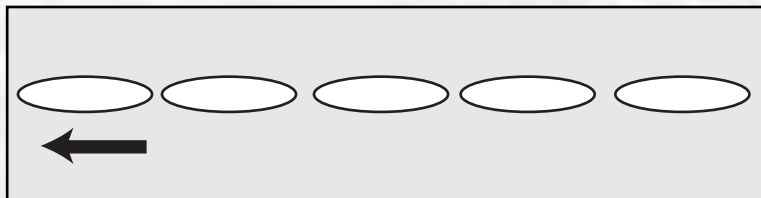
linstock: A staff about 3 feet long for holding a match to the touchhole of a cannon.

looming: The indistinct appearance of any distant object—ships or mountains, for example.

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luff: Order to the helmsman to put the tiller toward the lee side of the ship, causing the ship to sail nearer to the direction of the wind. Also, a ship doing so.

mainmast: The middle mast on a three-masted (plus *bowsprit*) ship. For game purposes, the rearmost mast on a two-masted (plus bowsprit) ship; the principal sail on the mainmast.

main sheet: A large rope affixed to the lower corner or *clew* of the mainsail by which, when set, it is hauled aft into place.

main tack: A large rope affixed to the same corner of the sail as the *main sheet*, but used to haul the mainsail on board or down to the *chesstree* on the fore part of the *gangway*. When set upon a wind or close-hauled, the foresail is furnished with similar gear.

man-o'-war: Any commissioned warship serving in a national navy. Occasionally, private ships (especially those serving large stock companies such as the British East India Company) or powerfully armed privateers (often called "private warships"). Merchant ships often were *bluffer*, to carry more cargo, and warships *sharper*, for speed, but this distinction blurred during the game's period. Merchant ships often had reinforced decks and extra cannons and were used as warships in emergencies. Warships and merchant ships differed mainly in crew size. To maximize profit, merchants used the fewest sailors possible. Thus, after a first broadside there were seldom enough merchant seamen to reload cannon with any degree of speed and efficiency. Warships carried large crews capable of working both the ship and its guns. (Even warships carried only enough sailors to properly man only one broadside of guns, however. If engaged on both sides, a ship was in trouble!)

marines: Seagoing infantrymen. In some navies (notably the Spanish), entire army infantry regiments were drafted to serve at sea. But most navies had a regular marine force, if only to avoid going to sea with inexperienced, seasick troops. The trustworthy marines could keep order amongst an (often multinational) crew. They provided small-arms fire in battle, went ashore during amphibious operations, and spearheaded boarding actions.

marlinespike: A pointed iron tool used for splicing rope.

mast: Ships of the period had up to three upright *masts* and a *bowsprit*. For game purposes, a vessel with only two masts has no *mizzenmast*. A vessel with only one mast has no *mainmast* or *mizzenmast*.

missed stays: A ship's failure to come about while passing through the wind. This situation usually led to the ship being *in irons*. Most crews were skillful enough to prevent this, but it could result from battle damage.
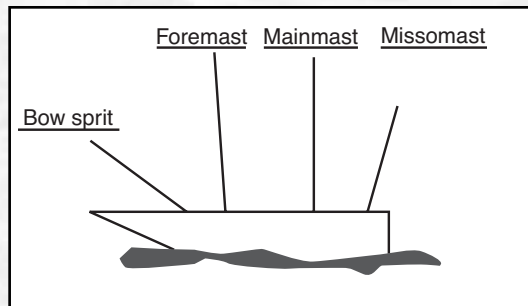
mizzenmast: The after-most mast in a two- or three-masted vessel; the third mast in a vessel having four or more masts.

mizzen gaff: The spar on the mizzenmast upon which the upper edge of a fore-and-aft sail is extended.

moor: To anchor.

musket: The shoulder firearm that replaced the older matchlock *arquebus* (also *harquebus*) during the late 1600s and early 1700s. The musket was still in use, essentially unmodified, a century later.

The 9- to 12-pound weapon was a smoothbore muzzle-loader with an impressive caliber of around .70 inches or more. Premeasured cartridges (black powder and ball held together in a paper cylinder) sped up loading. A marine would bite off the top of the cartridge and take the 1-ounce lead ball in his mouth. (Biting the cartridge was so important to proper musket drill that toothless men could be excused from military service.) He poured a small amount of powder near the small *touchhole* that pierced the top of the barrel's breach and covered it with a piece of metal (the "pan"). Then he placed the butt of the stock on the ground, poured in the gunpowder remaining in the cartridge, and spat the lead ball down the barrel. The wadded cartridge paper was stuffed down the barrel to hold charge and ball in place. The marine pulled the ramrod from beneath the barrel and used it to "ram home" powder, ball, and paper, ensuring everything seated properly against the touchhole. He then replaced the ramrod under the barrel and rotated the musket to bring the buttstock against his shoulder.

Next, the marine cocked the hammer. When he pulled the trigger, the hammer—which held a piece of flint—struck the side of the metal pan, forcing it up to expose powder and touchhole and creating a spark that touched off the exposed gunpowder and fired the weapon with a sheet of flame and a cloud of smoke.

In theory, a well-trained marine could do this four or five times a minute, but once or twice a minute was a more realistic rate of fire in combat. When there was no time to load, its long bayonet turned an unloaded musket into a deadly thrusting spear.

musket shot: An approximate measure of distance, from 300 to 400 yards. *Short musket shot*—less than 100 yards—was the distance within which a musket might actually hit a target.

nipper: The narrow rope secured to an unmanageably thick and heavy anchor cable. Fixed around a *capstan*, it was pulled up to start an anchor cable winding around a capstan and then removed.

While the ship's strong grown men manned the capstan, the ship's boys usually performed the task of tying a nipper to a cable. (There were no child labor laws.) The boys themselves came to be called "nippers" or "little nippers," and so the term came to refer to small children in general.

offing: A ship out at sea or at a good distance from shore.

orlop deck: The lowest deck in a ship, often mostly or completely underwater. *Bulkheads* usually compartmented it into *holds*. Most of a ship's cargo, stores, and provisions were kept on this deck. Usually it held the ship's galley (kitchen), as well, and, on warships, the surgeon's operating table.

overhaul: To examine or repair a vessel, especially in a shipyard; to overtake a ship in chase.

pay round off: When a ship, near the wind, falls off from it against the helm, in spite of every effort to prevent it.

peninsula: A body of land surrounded on three sides by water. During the Napoleonic Wars, the campaigns in Portugal and Spain were called the "Peninsula War" or "Peninsula Campaign." The stream of cargo and troopships between there and Great Britain made the route a fertile field for *privateers*.

pistol: A short-ranged weapon that can be held and fired in one hand. Sea officers often carried one or more to augment their swords in melees. Pistols of the day were single-shot and used a flintlock system similar to that on muskets. Most pistols were muzzle-loaders and were loaded similarly to the shoulder arms. Also called a *handgun*.

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pistol shot: A short distance, usually less than 50 yards.

ply, plying: When a vessel turns to windward.

poop deck: On larger ships, a small, raised portion of the aft part of a quarterdeck used to provide some protection for the helmsman and a higher vantage for ship's officers.

port: The left or *larboard* side of a ship when facing the bow.

port the helm: To put the helm over to the port, larboard, or left side of a ship. Because *larboard* sounded so much like *starboard*, *port* gradually supplanted it during the early 1800s.

port tack: When the wind comes over the ship's port, left, or larboard side.

privateers: Civilian vessels fitted out as warships and privately commissioned via *letters of marque* to act against wartime enemies. Because their crews fought solely for a share of the booty, however, privateers tended to avoid enemy warships and act as commerce raiders.

prize: A captured ship. After a ship was captured, a *prize crew* guarded remaining enemy crewmen, made repairs, and sailed the vessel to a friendly port.

quarter: That part of a ship's side that lay toward the stern, or between the aftermost end of the main chains and the side of the stern, where it ended at the *quarter pieces*. Although the quarter pieces

B

A

Ship "B" is in position to fire a quartering shot at enemy ship "A."

gave origin to the name, *quarter* sometimes also applied to a similar location off the bow. Something off to one side and somewhat ahead or behind of a ship could be said to lie on that ship's bow or stern quarter. A ship taking a "quartering shot" at an enemy was positioned to fire its broadside, while avoiding the enemy's broadside.

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quarterdeck: The raised aft deck of a ship. It afforded a higher, better view of decks farther forward for officers stationed there. A quarterdeck might also have a smaller and higher *poop deck* raised on it. (See *poop deck* entry.)

rail: The plank that forms the top of the bulwarks.

rake: When a broadside sweeps a ship's deck from end to end, either by lying athwart its bows or stern. Because most ships of the period had reinforced circular bows but flat, unreinforced sterns, a *stern rake* was generally more devastating than a *bow rake*. Also, the deviation of a vessel's masts, bowsprit, stem, or sternpost from perpendicular.

razee: A ship with its upper deck removed. For example, the famous frigate, HMS *Indefatigable* was one of a number of 64-gun ships of the line cut down and converted into frigate configuration in the 1790s to face the new class of powerful 44-gun frigates introduced by the French. Less successful were a number of 74-gun battleships "razee'd" to face the powerful American frigates in the War of 1812, which proved too slow and sluggish to serve as proper frigates.

reaching: When the wind blows from the ship's side and bow, and a ship's spars are positioned as shown:
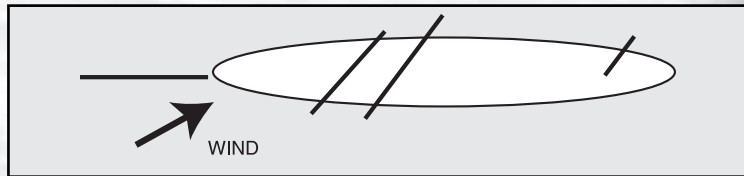
reef: To reduce a sail's area by tying a portion of it to the yard with *points*. *Reef points* at various places on the sails allowed this to be accomplished with some variety.

ride: To be held by a cable, as in "riding at anchor."

rigging: The ropes, chains, and so on that hold and move a ship's masts, sails, and spars. More generally, *rigging* refers to all the masts, spars, sails, and ropes that together allow a sailing ship to move and maneuver.

round shot: Solid round iron shot, often also called *cannonballs* or *ball shot*, fired from both cannon and *carronades*. Early cannonballs were made of stone, but by the 18th century they were made of iron.

round to: When *going large* or *before the wind*, to come around toward the wind by the movement of the helm.

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running (before the wind):
When the wind blows from
directly astern, and the ship's
spars are positioned as shown in
the diagram at right.

WIND
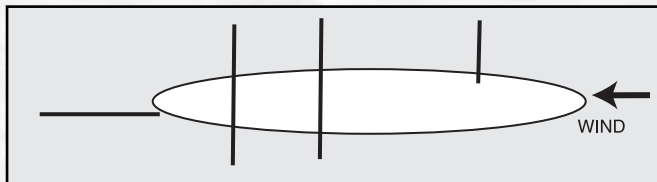
schooner: In the game, a two-masted (foremast and mainmast plus a bowsprit), relatively small, lateen-rigged vessel in use from about 1700. It often carried a square foretopsail. These fast vessels were especially popular in the New World for smuggling and privateering. Some U.S. examples—Baltimore clippers, for instance—got quite large and were very fast.

scuppers: Deck channels that allowed water to run off a ship's decks and into the sea. Ships that had been reduced to a bloody horror often were described as having "scuppers running with blood."

ship: During the game's time period, a specific term for a square-rigged vessel with three masts—in the game, any three-masted (foremast, mainmast, and mizzenmast, plus bowsprit), medium-to-large, square-rigged vessel.

ship(s) of the line: In the game, a three-masted (foremast, mainmast, and mizzenmast, plus bowsprit), very large, square-rigged vessel used in all major European navies from about 1650. During the wars between Great Britain and the Netherlands in the mid-1600s, tactics evolved to where warships commonly maneuvered one behind the other in a *line of battle* to best utilize their fearsome broadsides. In a series of furious and hard-fought battles, it became obvious that some ships were just too small and too feebly built to operate in such a line.

A single ship mounting scores of guns could deliver a more destructive fire than all the (smaller and less numerous) field artillery pieces attached to a large army of the same period. A ship that could stand up to this pounding became known as a *battleship of the line* or *ship of the line*.

Initially, these were thick-hulled warships mounting 50 to 100 carriage cannon in their broadside batteries (25 to 50 guns per side) of two or three complete gun decks. By the period covered by the game, ships of 50 guns and later those of 64 guns, were considered too small and were removed from the battle lines.

Some of these warships, also called "liners," were the largest ships in the world until the mid-19th century. When passenger ships approached this large size, they adopted the term and came to be called "passenger liners" or "ocean liners." Likewise, large passenger aircraft became *airliners*.

On the other hand, large steel warships of the late 19th and early 20th century came to be known as *battleships*, derived from *battleships of the line*.

ship the tiller: To fix the tiller in place.

shipyard: A seaside establishment used to build, repair, arm, and equip ships. In the Age of Sail, this could include dry-docks; woodworking and cooper shops; facilities for producing ropes and sails; armories packed with a variety of firearms, swords, and artillery pieces (normally made elsewhere); naval stores, such as tar, pitch and paint; assorted ammunition; provisions—anything useful for a sea voyage. In addition, a shipyard's freshwater *mast ponds* preserved the wood in masts and yards, and made them more durable. During this period, navies and their support facilities were the largest and most complex organizations in existence.

slip the cable: To unsplice an anchor cable within a ship to allow it to get underway without the time- and crew-consuming effort of *weighing anchor*. Usually, buoy and buoy-rope were affixed to the cable to mark the anchor's location for later retrieval.

sloop: A generic term for a small sailing vessel with lateen sails. In the game, sloops were single-masted (mainmast plus bowsprit), small to medium sized, lateen-rigged vessels. To further confuse the issue, the British Royal Navy used the word *sloop* (or *ship-sloop*) to designate any small vessel, regardless of rigging, that carried fewer than 20 guns. (The French designated such vessels *corvettes*.)

snow: The largest type of merchant brig.

spar: The horizontal wooden poles that held a ship's sails. Spars could pivot on their masts.

spar deck: The upper deck between a ship's forecastle and its quarterdeck. On most ships, this deck was mostly open, except for walkways, and was used to secure boats and store spare spars. By the end of the game's time period, many ships, especially frigates, had continuous spar decks that became, for all intents and purposes, additional gun decks.

splicing: The mode for uniting the ends of two ropes.

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spring (1): *Anchoring on springs* was to anchor with the ability to turn the ship; before letting go the anchor, a smaller cable or *hawser* was passed out of a stern or quarter port and taken outside the ship forward to be *bent* (fastened) to the ring of the *bower anchor* before dropping it. Then using the *capstan* to draw on the cable would bring the ship's broadside to bear in any direction.

spring (2): Of a mast, yard, or spar, when the wood rends or splits by an overpress of sail, a heavy pitch, the jerk of the ship in a rough sea, or by rigging that's too slack.

squadron: Like the word *fleet*, a squadron is an assemblage of ships of war of uncertain number, generally fewer than 10.

square-rigged ship: A ship with (mostly) square sails. Such ships have the advantage of a greater sail area for more speed and power under sail, but they can't sail as close to the wind as *fore-and-aft rigged* vessels.

standing rigging: All stays (ropes), such as *backstays* and *forestays*, that run from a mast to the sides of a ship. These helped hold a mast in place.

stand on: To maintain the same course.

starboard: The right side of a ship, looking forward or toward the ship's bow. Medieval ships had their rudders (actually a steering oar) mounted on the right side of the vessel. This side became known as the "steerboard"—later *starboard*—side. The opposite, or left, side of the ship, was called the *larboard* or *port* side.

steer: To manage a ship by the movement of the helm. All modern vehicles are steered. Prior to the industrial revolution, however, animals, controlled with reins, moved most land vehicles; ships were the only things that were *steered*.

stem: The front end of a ship.

stern: The rear end of a ship's hull. Gradually during this period warship construction adopted the newer, stronger, rounded or elliptical upper stern section that provided the ship with protection when raked. The new construction meant captain and admiral cabins were less comfortable than in the old "flat" sterns. For this reason, flat sterns remained the standard and raking blasts were generally more devastating when delivered at a ship's stern.
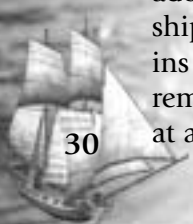
swivel cannon or wall piece: Small artillery pieces that resembled large muskets, commonly placed in swivel mounts on fortress walls, ship sides, and fighting tops. They were strictly antipersonnel weapons. Common for centuries and during the American War of Independence, they all but disappeared, replaced by carronades by 1800.

tacking: A method of turning a ship through the wind direction—for a moment the ship faced directly into the wind, but its momentum pulled it through. If a ship's captain and crew erred, the momentum and/or sail trim would be too little to pull the ship through the wind. In that case, the ship would remain with its bow directly into the wind and go *into irons*. A ship in irons was a sure sign of an inexperienced captain or crew and was rare except when ships had suffered heavy storm or combat damage.

tant or taunt rigged: A ship very lofty in its masts. When a ship, having had some of its masts struck, rehoisted them, it was said to be "all-a-tanto."

taut: Tight.

thrum a sail: To insert in a sail a number of short pieces of rope-yarn or spun yarn, through small holes made by a bolt-rope-needle or a marlinespike. The rope and yarn created a semiwaterproof patch when the sail was drawn over a hole in the ship's hull. This process was also known as "fothering a leak."

topgallant mast: The mast above the topmast.

topmast: The mast above the lower mast.

tow: To draw a ship or boat forward by means of a rope attached to another vessel or boat, which advanced both by the effort of rowing or sailing.

turn to windward: See *beating*.

unmoor: Reducing a ship to the state of riding by a single anchor and cable, after earlier being *moored* by two or more anchors.

unship: To remove any piece of timber, wood, or the like, from where it was fitted.

van: At the front of the line.

wake: The temporary "trail" that follows a ship through the water; to be immediately behind or in the track of a ship; when another, interposing ship hides a ship from view.

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warp: To change a ship's situation by pulling it from one area to another by means of *warps* attached to buoys, other ships, anchors, or stations onshore (posts, rings, trees, and so on). The ship was drawn forward to those stations either by pulling on the warps by hand (for boats and small vessels), or by applying some purchase with a tackle, windlass, or capstan.

warps: Ropes or hawsers.

way: A ship is said to be *under way*, that is, to have *way* upon it, when it has weighed its anchor, and is exposed to the influence of tide, current, or wind. *Steerage way* referred to a ship moving fast enough, usually at least 2 knots per hour, for its rudder to be used to steer the vessel efficiently.

wear or veer: A method of turning a ship while keeping the wind direction astern. It usually takes longer and requires more room than *tacking*. (See *tacking*.)

weather: To sail to windward of something. "Holding the weather gauge" implies the situation of one ship to the windward of another in action. A ship with the weather gauge generally may decline or initiate combat.

weigh: To heave up the anchor of a ship from the sea bottom prior to sailing.

wind angle: A number of sailing terms are based on the angle of the wind direction in relation to a ship, as follows. (See also individual entries.)

windward: Being in or facing the direction from which the wind is blowing; upwind.

work a ship: To direct a ship's movements by adapting the sails to the wind's force and direction. *Working to windward* is synonymous to *beating*, *tacking*, *turning to windward*, and so on.

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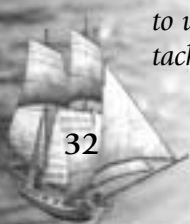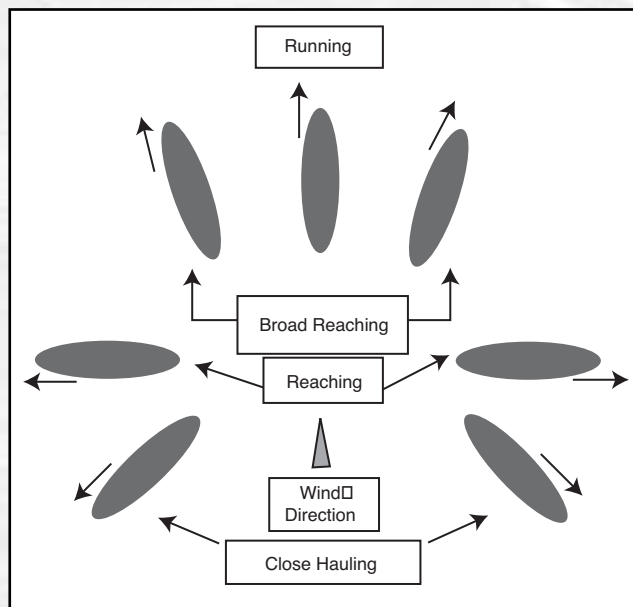
xebec: A Mediterranean vessel, usually three-masted, with long overhanging bow and stern.

yard: A long spar, tapered at the ends, used to support and extend a sail.

yardarm: Either end of a square-rigged vessel's yard.

Background

Sailing ships of war played a decisive role in Western history:

- Without a strong sailing battle fleet, Great Britain would have been unable to resist Louis XIV and the Jacobites.
- The Revolution of 1688, which helped shape the British system of government into what it is today, would have foundered.
- The British Empire never could have captured Canada and the Caribbean islands, held India, or taken the Cape of Good Hope without a sailing battle fleet.
- Napoleon's forces probably would have penetrated Great Britain.
- The American Colonies might never have achieved independence.

Training and Discipline

Warships carried a very large complement of seamen. This large crew was necessary to work the numerous sails it took to drive the ships with speed and to man the guns of the period. It took 12 men to operate one 32-pound cannon. A well-trained crew in the British Royal Navy could fire a broadside only once every two to three minutes. Exhaustion set in quickly and performance often began to degrade after firing only three or four broadsides. Toward the end of the 18th century, some British captains trained crews to fire five broadsides in five minutes; this was considered excellent performance. Outstanding gun crews could deliver a shot every 90 seconds under the right conditions.

On the other hand, French and Spanish crews did well to get off one broadside every five minutes. The French compensated for their lower rate of fire by improving their cannoniers' aim. They fired less often, but far more accurately, and could de-mast a ship at long range.

Although smaller than their English counterparts, American crews were highly regarded for their performance. Most crewmen on American warships during the American War of Independence were seasoned sailors who served willingly. During the War of 1812,

American seamen proved to be superior sailors and gunners, due to the experience they acquired during their many engagements in the Tripolitan War of 1800–1815 and the quasi–French-American War of 1798–99.

A crew needed extensive training to operate a sailing ship. The vessels required constant attention. Helmsmen had to steer a proper course and navigate around reefs and other obstacles. Crewmen assigned to rigging had to know how to set sails to propel a ship quickly to its destination and avoid damage. If too few sails were set, the ship might not move fast enough, and that could mean death for the crew in battle. Too much sail in high winds could snap a mast, crippling the ship and injuring crewmembers.

Simply trimming the sails could be dangerous: Crewmen had to climb up to the yard and adjust the amount of sail—with no safety net. Injuries resulting from falls usually were severe. Falling sailors often ended up in the icy sea or broke their bones on the decks. It took a poorly trained crew a long time to trim the sails, leaving ship and crew in jeopardy under battle conditions when the wind took a sudden change. A well-trained crew could put full sails on a battleship in only six minutes, navigating the yards quickly, often running along them to make better time and dropping onto footropes below.

Fitness was key: The obstacles aboard a ship often required strength and agility to negotiate. Crewmen regularly practiced scaling ropes, masts, and yards to keep in shape in port, but no amount of practice could prepare a sailor sufficiently for climbing at night, in a gale, or on icy ropes. Only experience under such conditions seasoned these crewmen, and experienced sailors were in great demand. They understood the importance of scaling the windward side of a ship: The wind would press them against the object they climbed, instead of pushing them off.

With extensive training came discipline. A ship's captain had to ensure that his crewmen obeyed their orders and performed their duties. If even one crewman slipped up, the result could be disastrous for the rest. Therefore, discipline was strictly enforced. Captains had wide authority to decide appropriate punishments. Captains "soft" on their sailors were considered weak and rarely inspired a crew's loyalty and attention to duty. Harsh captains were equally unpopular. A good captain had to strike a balance that made him seem hard, but fair.

Flogging was a popular form of shipboard punishment during this period. Usually it was carried out by the boatswain's mates in the presence of the entire crew. As part of his punishment, the victim often created the flogging instrument by unraveling half a short length of rope. The unraveled cord became nine lashes fixed to a handle, hence the term *cat o' nine tails*. The victim was then bound to a grating and flogged as prescribed by the captain.

Such punishment was time-consuming and normally shut down the ship's operation, so offenders often were placed in irons to await punishment while the ship carried on its business. The irons—metal rings that fastened around a sailor's legs—were placed on an
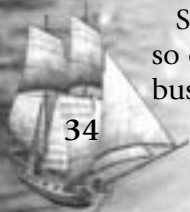
exposed deck. In plain sight of the crew, the victim was exposed to the sun and soaked by seawater and rain. When it was finally time for his flogging, he usually was happy to get it over with. For particularly bad offenses, *flogging around the fleet* took the victim to receive the same punishment on all ships in the fleet. If he was close to death, the offender was allowed to recover sufficiently to survive the next round of punishment.

Another common punishment, usually prescribed for thievery, was *running the gauntlet*. The thief was made to walk a straight path between two lines of crewmembers who whipped him with cords of rope. The master of arms usually walked backward in front of the offender with a cutlass pressed against the thief's chest to keep him from moving too quickly, while a marine prodded him with a bayonet from behind to make sure he didn't move too slowly.

Because smoking aboard ship was a fire hazard, sailors chewed tobacco but weren't allowed to spit on the deck. Small tubs, called *spitkids*, were placed around the deck for this purpose. Those caught spitting on the deck were bound to the deck with a *spitkid* around his neck and the crew used him for target practice.

Lesser offenders were sometimes tied to the shrouds (ropes supporting the mast) where they were exposed to rain, wind, salt spray, harsh sunlight, and so on. Although the punishment was light, it was humiliating and uncomfortable. For a minor offense, such as talking back to an officer, the offender was bound, then gagged with an iron bar.

Truly serious offenses—murder, for example—were punishable by death. Such a sentence seldom was given, due to the difficulty of replacing experienced crewman. Offenders were hanged from the yardarm, shot, *keelhauled* (tied to the back of the ship and dragged under the keel), or drowned by being thrown overboard with weights attached. All such punishments were public and sent the same message: Do your job, abide by the rules, or suffer the consequences.

Living Conditions and Health

Living conditions on a warship were deplorable. The food was bad, there was no plumbing, and little ventilation. Space was at a premium, and British sailors generally had to keep all their belongings in a small sack. American sailors had it better in all respects, but not much. They kept their belongings in a *sea chest*.

Given the harsh conditions and discipline, career men rarely served willingly. Most were convicts and those unlucky enough to be grabbed by a press-gang. Casualties were more often due to disease than combat.

Medical science was primitive during this era. Doctors had no idea why fevers spread so rapidly. Overcrowding, filth, dampness, poor hygiene (lack of soap forced crewmen to soak their clothes in urine and rinse them in seawater to get them clean) were among the factors that contributed to the spread of sickness.

Shipboard diet was poor, and the resulting lack of vitamin C led to the prevalence of scurvy among a crew at sea for long periods. Early symptoms included gradual

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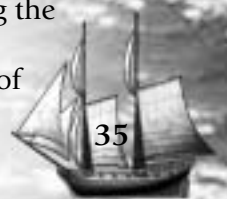
weakening, pale skin, sunken eyes, tender gums, muscle pain, loss of teeth, internal bleeding, and the reopening of long-healed wounds. Later symptoms included exhaustion, fainting, diarrhea, and lung and kidney trouble. Eventually the link was discovered between the consumption of fresh fruits and vegetables and a scurvy-free crew, and these items were included more regularly in the diet.

Ships surgeons tended to crewmen with smashed arms and legs. The usual treatment was amputation, with the surgeon using a bone saw to remove damaged limbs. Because surgery was performed without anesthetic, patients drank rum to dull the pain and bit on a cord of rope or leather. Fortunately, most patients passed out during the procedure. The remaining stump was dipped in boiling pitch to seal the wound, stop the bleeding, and fight infection. Often amputees wore "peg legs" of wood so they could get around. When a crewman sustained a treatable break, the ship's carpenter would make a wooden splint to immobilize the limb while the fracture healed.

The ship's levels forced the crew to stoop as they moved around the ship. Those who forgot banged their heads, and landlubbers attributed sailors' reputation for craziness to too much head-banging. Finally, because food stores were prey to spoilage, maggots, insects, and rats, crews had to inspect their meals very carefully to make sure they didn't eat rotten or contaminated rations.

Ship Types

Ship of the Line

This term describes any ship deemed strong enough to stay in a battle line. When tactics changed from bunching to line formations, small, lightly armed ships, including merchant ships, often found themselves confronting far more powerful men-of-war. A battle line was only as strong as its weakest link, and merchant vessels were by far the weakest.

To solve this problem, toward the end of the 17th century, ships not strong enough to fight in a battle line were detached for patrol duty. Merchants were removed altogether and consigned to safer cargo duty. Battle lines became shorter and more homogeneous, containing only heavily armed men-of-war considered fit to fight in the line. These became known as *ships of the line*.

In the mid-18th century, Admiral Anson (First Lord of the Admiralty in 1754) devised a plan to standardize ship types for the British Royal Navy. He divided ships of the line into three *rates*, with three additional rates for *cruisers* (ships smaller than a ship of the line). Although Admiral Anson's classifications was displaced toward the end of the 18th century by designation according to rated number of guns, his basic premise of what was suitable for line duty did not change much.
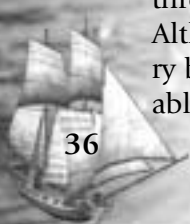
Flagships of the line carried from 80 to 100 guns (later 140 guns). They often carried a crew of 900. First-rate and second-rate ships carried their guns on three decks, with guns on forecastle and quarterdeck. Third-rate ships comprised two-decker ships of the line carrying 74 guns and crews of approximately 650. Many third-rate ships carried only 64 guns. These economy-sized vessels proved inadequate for service in a battle line and were discontinued.

Fourth-rate ships were relatively rare and carried 50 guns with crews of 500. Originally classified ships of the line, their assignments changed quickly. Too weak to fight in a battle line, these ships came to serve as flagships for cruiser squadrons.

Frigate

A fourth- or fifth-rate ship, frigates were too small to stand in the battle line. The most versatile warship built, the frigate served a variety of purposes ranging from raiding commerce to scouting for the fleet. They were used primarily as scouting ships during wartime, and to defend shipping lanes against pirates who lacked the fortitude to fight back. Standardized at 36 and 44 guns, these ship-rigged (square-rigged on three masts) single-deckers carried a main battery of 12- or 18-pound guns and, on the quarterdeck, a secondary battery of 6-pound guns.

Brigantine

The brigantine was a two-masted ship that carried either square- or fore-and-aft rigged sails on its main mast. Square sails were used in quartering winds, fore-and-aft sails when sailing windward. At 80 feet long and 150 tons, brigantines were big enough to mount 10 cannons and carry a crew of 100.

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Schooner

The schooner was a small ship often called *sloop of war*. It was distinguished by two masts usually rigged with fore-and-aft sails. The ship had a narrow hull and a shallow draft that allowed it to sail through shoals and hide in caves where other vessels couldn't follow. The schooner was one of the fastest sailing ships, attaining speeds up to 11 knots in a stiff breeze. At 100 tons, the schooner was large enough to carry a crew of 75, with eight cannon and four swivel guns mounted on its single gun deck.

Barque

A barque (or bark) was a sailing vessel with two masts and a bowsprit. It had a mixed rig, with fore-and-aft rigging on the mainmast and square rigging on the foremast. Barquentines were similar, with local variations. The mixed rigging made them a sort of compromise between square-rigged two-masted brigantines and fore-and-aft rigged two-masted brigantines.

Sloop

The sloop's rapier-like bowsprit was as long as its hull. This enabled the ship to mount a large number of sails, rendering it nimbler than schooner or brigantine. In favorable winds, a square sail gave the sloop extra speed, which could reach above 11 knots. Drawing 8 feet of water, the sloop carried 100 tons and mounted 14 cannons and a crew of 75. Due to its speed, this vessel was ideal for pirates.
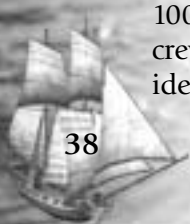
Cutter

The cutter was a small, fast, shallow-draft ship with one lateen-rigged (fore-and-aft) mainsail and square sails on the upper spar. It also had a bowsprit with more fore-and-aft sails. Smugglers and the revenue officers who pursued them favored these fast and handy ships. A cutter resembled a sloop, but with a flatter bottom and a shallower draft.

Ship Ratings in Age of Sail II

Each ship in *Age of Sail II* belongs to one of 13 ship ratings.

First Rate: Ship of the line—a large three-decker, square-rigged, with three masts and a bowsprit (a ship), carrying 100–130 guns

Second Rate: Ship of the line, a small three-decker, square-rigged, with three masts and a bowsprit (a ship) and rated as carrying 90–98 guns.

Third Rate: Ship of the line, a large two-decker, square-rigged, with three masts and a bowsprit (a ship) and carrying 64–84 guns.

Fourth Rate: A large, single-decker frigate, or a small two-decker cruiser, square-rigged, with three masts and a bowsprit (a ship) and carrying 50–68 guns.

Fifth Rate: A medium-sized single-decker frigate, or a very small two-decker cruiser, square-rigged, with three masts and a bowsprit (a ship) and carrying 32–44 guns.

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Sixth Rate: A small single-decker frigate, square-rigged, with three masts and a bowsprit (a ship) and carrying 20–28 guns.

Seventh Rate: A very small single-decker frigate, square-rigged, with three masts and a bowsprit (a ship) and carrying 8–20 guns.

Eighth Rate: A very small single-decker brigantine, square-rigged, with two masts (foremast and mainmast) and a bowsprit (a brig), and carrying 6–24 guns.

Ninth Rate: A very small single-decker schooner or barque, fore-and-aft rigged, with two (foremast and mainmast) or three masts and a bowsprit (a schooner), carrying 10–16 guns.

Tenth Rate: A very small single-decker sloop, cutter, or xebec, fore-and-aft rigged, with one (foremast) or two (foremast and mainmast) masts and a bowsprit (a cutter), and carrying 8–12 guns.

Eleventh Rate: A very small single-decker schooner or barque, fore-and-aft rigged, with two masts (foremast and mainmast) and a bowsprit and rated as carrying about 10 guns.

Twelfth Rate: A very small single-decker schooner or barque, fore-and-aft rigged, with two masts (foremast and mainmast) and a bowsprit (a barque) and carrying about 12 guns.

Thirteenth Rate: A very small single-decker sloop, cutter, or *xebec*, fore-and-aft rigged, with one mast (foremast) and a bowsprit (a xebec) and carrying 10–14 guns.

Discussion of Tactics in "Age of Sail II"
General Discussion of Tactics

For any war game, there is no foolproof way to achieve victory in every situation. Bad luck, adverse conditions, and unforeseen circumstances can ruin the most brilliant maneuvers and tactical combinations. Many such factors have been introduced into *Age of Sail II*, making for a far greater degree of realism.

For example, scenario wind conditions can change dramatically within the parameters of a scenario's design. Only the finest commanders will read the wind properly and move to take advantage of the change or maneuver out of an unfavorable position. Wind and weather influence the sea's behavior, in turn affecting the crew's ability to shoot accurately. The ship's bounce affects the range of its guns.

The crew exercises the greatest influence on ship performance. *Age of Sail II* subjects its crews to the same trials and tribulations historical sailing crews faced. Their ability to shoot and inflict damage on the enemy is affected by their experience level, morale, and numbers, which in turn is affected by the battle's progress: If the battle is going well, the crew remains intact and in good spirits; if not, the crew loses faith and makes mistakes or performs poorly. These attributes affect a crew's maneuvering ability and it becomes unable to maintain a favorable position or formation, flee a superior enemy, or advance on an inferior one. Substantial battle losses hamper a crew's ability to perform ship functions such as firing, maneuvering, maintaining sails, and repair. At full strength, crews in *Age of Sail II* accomplish great things for you, their commander. As their strength deteriorates, so does their ability to execute your brilliant tactics.

Ships will take damage in the game and suffer the consequences. Hull damage lowers crew morale, and makes them more likely to strike. It also affects ship integrity. Mechanisms fail just when you need them most desperately. Chain shot shreds your sails and
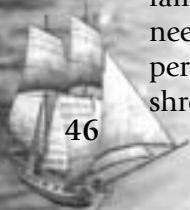
slows your ship or turns it into a sitting duck. Guns are damaged, destroyed, or knocked over, hampering your ability to strike back.

Time of day and level of battle action around your fleet affects visibility. Although you have a great deal of control over camera views in *Age of Sail II*, smoke from cannon fire and the splashes of missed cannon shots make it difficult to see clearly.

One ship's problems can affect the others in the fleet. Any combination of the foregoing factors disrupts ships traveling in the middle of a line formation, which hampers the entire line's precision in executing maneuvers. Morale on a ship under fire drops so low the crew strikes its colors, forcing you to change formation or tactics. Sailing vessels take substantial rigging damage, or wind direction shifts suddenly. Without close attention, a ship can come to a complete halt, and change from a strategic asset to a hindrance other ships in the fleet must avoid.

But don't lose heart. All the means you need to influence your destiny is at your disposal. Consider and respect the following factors to achieve victory.

Massing superior forces at the enemy's weak point is vitally important in *Age of Sail II*. *When superior to the enemy, get as close as possible; when inferior, stay as far away from the enemy as possible*. The closer you engage an inferior force, the more hits you inflict in a given time and the quicker you defeat your enemy. Closing on an inferior fleet means superior forces need spend less time dealing with it, thus giving the opposition less time to maneuver to overcome its disadvantage.

Conversely, at longer ranges the number of hits per turn decreases, superior forces count for less, and an inferior force can hold on far longer. Although this is obvious in theory, determining which is the superior force can be difficult. One must consider a multitude of factors, including numbers of ships, crew quality, and position.

Guidelines exist for making this determination, however. The single greatest factor is ship numbers: All other things being equal, the side with the most ships is the superior force. But differences in individual ship strength complicate things. Counting hulls won't help you gauge comparative strengths accurately. A fleet of 10 frigates is by no means superior to a fleet of 10 ships of the line. Consider each fleet's composition and whether the various ships are used properly. Numerical superiority may allow for overcoming

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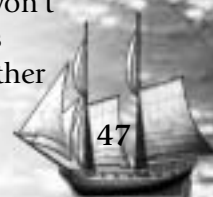
enemy forces with less materiel—including tactics such as overlapping, doubling, and breaking the line—but it's not always a decisive advantage. A superior crew and/or superior ship power often compensates for inferior numbers, as history has shown us more than once.

Maneuverability is another important consideration. A force of well-handled two-deckers can handily outmaneuver a squadron of three-deckers. A fleet with sails intact can outmaneuver a fleet that has taken damage to rigging. A mobility advantage can enable a force to fight on at least equal terms with a force that's more powerful, but less maneuverable.

Consider the potential influence of superior tactics, as well—especially in multiplayer games. Compare your own tactical skills honestly to your opponents'. If you know you're less adept tactically than the enemy, find other ways to gain the advantage. If you're a brilliant tactician (and hopefully you will be after you read this strategy guide), you may be able to afford to give up some advantages at specific times to better execute your superior overall plan.

Decide these things for yourself at the start of a scenario to have a leg up on the competition. What margin of material superiority do you need to win? Does your tactical superiority mean you can still win by giving up the advantage in crew or materiel? Is your opponent tactically superior to you? If so, will you gain superiority by massing at the right times and fighting from a distance when you can't achieve a numerical superiority?
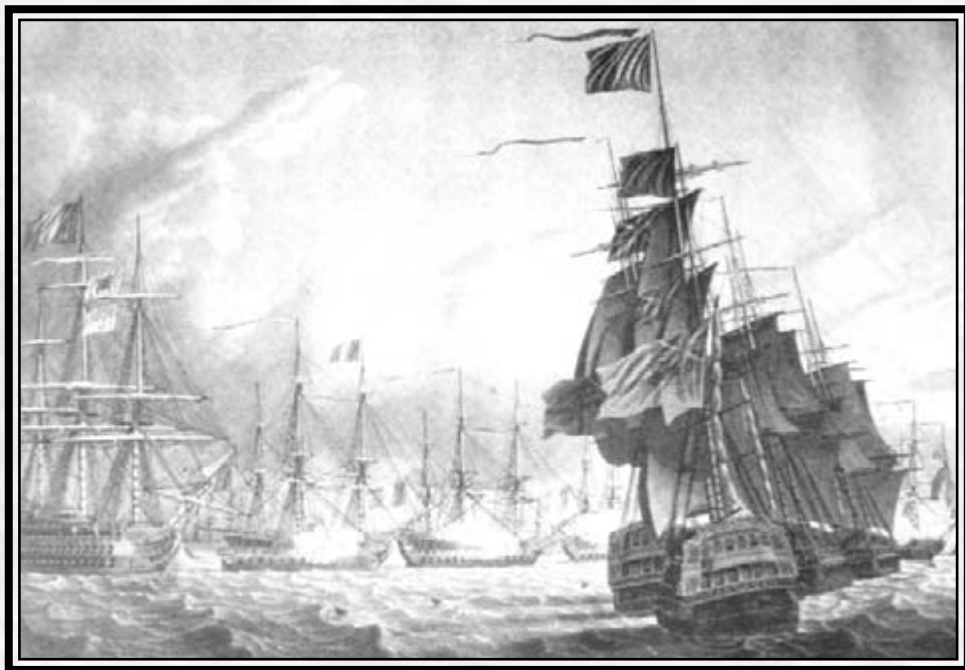
Chapter 2: Discussion of Tactics in "Age of Sail II"

As with all war games, you acquire most of your tactics via experience, as you learn from your own and other's mistakes, and by applying common sense. The detailed naval war games tactics that follow help you succeed in *Age of Sail II*.

- If you're vastly superior in numbers to a portion of the opponent's force, take advantage of your strength and rush upon the enemy. *Don't hesitate*. Hesitating gives your opponent time to flee, change force composition, or get reinforcements. Even if some of your ships take rigging damage during this rush, the enemy will be too weak to capture them. Repair them later.

- It's a waste of time to dismast a ship completely. With enough rigging damage, the ship loses full sails capability and can't reach top speed to flee or engage. Its battle sail speed is greatly hindered, as well, hampering its maneuverability when and if you decide to engage it later. A crippled ship is not that much harder to catch or run from than a completely dismasted ship. If you want to hinder an enemy ship's movement, damage its sails to a point where its speed is considerably reduced, then switch to firing at the hull or move on to other targets. Use your fast ships to stick and move, damaging enemy sails, then moving on to other enemy ships.

- Take advantage of your experienced crews. Ships manned by very competent crews fire guns effectively from longer ranges than those with inexperienced crews. Position these ships relative to the enemy so that they may fire but take little damage in return. They are less accurate from long range, but patience makes this tactic well worthwhile. It is effective for weakening the enemy before closing the gap to engage at a more personal level. The ability to hit an enemy when he or she can't hit back is useful for softening up the opposition, or for carrying out a delaying action against numerically superior enemy forces. Just remember that, when and if you achieve superiority, engaging at close range will afford you far greater advantages.

- Never let the enemy know what you're about to do. Keep the opposition reacting to your actions and uncertain of what's to come. You can fool your opponents in a number of ways. If you switch to full sails, they'll conclude you're about to flee or make some other maneuver requiring substantial speed. If you then execute a move that could have been done under battle sails, you force the enemy commander to rethink his or her response, and possibly lose some advantage for a moment. Bring your squadrons into formation for a rake, then break formation to mass on sections of the enemy line and exploit your temporary numerical superiority to parts of the enemy fleet.

- Maintain line formation in scenarios with squadrons or fleets. Breaking it too early leads to exposure and eventual defeat. After you've weakened the enemy sufficiently and achieved enough superiority to gain a real advantage, however, break the line formation and mass at enemy weak points. In short, hold the line until you can gain no further advantage from it, or until you can gain a greater advantage from breaking formation and switching to alternative tactics.

- If crew quality varies from ship to ship, lead your line with one or two of the ships containing lowest quality crews. They're not useful at the rear and there's no sense in wasting your best crews at the front of the line, where they may get raked or dismasted. Positioning some poorly crewed ships properly at the front allows them to absorb the enemy's initial broadsides. It also saves your best crews to engage enemy ships that have taken hits from your weaker ships, or that have expended fire or maneuvers in dealing with the less valuable crews. Use this principle in later engagements to offer certain ships that can draw enemy fire while your better crews close to decisive ranges.

- Use your ships in the roles for which they're best equipped. For example, use ships of the line, with their heavy guns and poor maneuverability, against enemy ships of the line. Use frigates and smaller vessels against vessels of their own rates, and to attack and defend merchant convoys. Their speed allows them to maneuver better, but they can't outgun ships of the line.

- Raking inflicts devastating crew casualties: One ship brings its broadside across the bow or stern of another while firing its guns in succession. Often this sends cannonballs rolling the length of a ship, causing tremendous crew casualties. This tactic is modeled well in *Age of Sail II*. Hold fire on a ship temporarily if there's a chance that ship can maneuver into raking position. Because you need to ensure that your guns are loaded when you pass by the enemy's bow or stern, avoid wasting your shot.

The following section details these points of strategy with regard to the way each ship class functions in relation to the others. When a scenario features only a single ship type, the tactics of ships of the line apply.

Proper Handling of Ships of the Line

Although smaller ships played a very important role in the great Age of Sail, serious fighting called for ships of the line. Racy frigates may have been the most glamorous ships, but the most junior officers in a country's fleet commanded them. Most competent captains at some point in their careers found their skill and seniority placing them on the quarterdeck of a line-of-battle ship. The fates of nations and empires rested with these ships, and no government could afford to trust them to any but the best available officers.

Ships of the line maneuvered in tight, well-ordered line formations, which made it difficult for enemies to approach without taking substantial damage. The line formation concentrates maximum firepower by giving all ships a clear line of fire while providing mutual support. Because maintaining the line formation is difficult during complicated maneuvers, it requires some planning. Breaking up a line often makes the difference between victory or defeat. Novice players often try opportunity maneuvers, such as detaching a ship to obtain a rake. This usually results in the detached ship being left far behind and out of the action, or in its being overwhelmed by a much larger force of enemy ships. Don't opt for single-ship detachments in a fleet- or squadron-sized action. If a valid reason exists for making such a detachment, detach several ships to do the job so they may form their own battle line and so support each other. If the objective doesn't warrant the detachment of several ships, don't make a detachment at all.

Ships of the line were built to carry the most and heaviest guns possible and to engage anything afloat. They were expected to be able to maintain a line of battle and trade blows with anything they might encounter. Their heavy construction enabled them to

carry lots of guns and crew, but made them slow and hard to maneuver. Hence, ships of the line functioned in squadrons for mutual support and coverage. Use them best where you can position them for such support and to concentrate fire on the toughest enemy ships.

Tactically, keep ships of the line together and moving so that no ship hinders another. In real life, maneuvering such a squadron or fleet was incredibly difficult due to the number of signals that had to be passed among the ships' captains. Poor visibility, smoke, and the presence of other ships were among the factors that made communication extremely difficult and historically led to the failure of some fleets to execute properly. In *Age of Sail II*, some such factors are present and will make things challenging, but you have more power than any fleet commander in history, as well as the tools you need to compensate and execute the tactics of your battle lines.
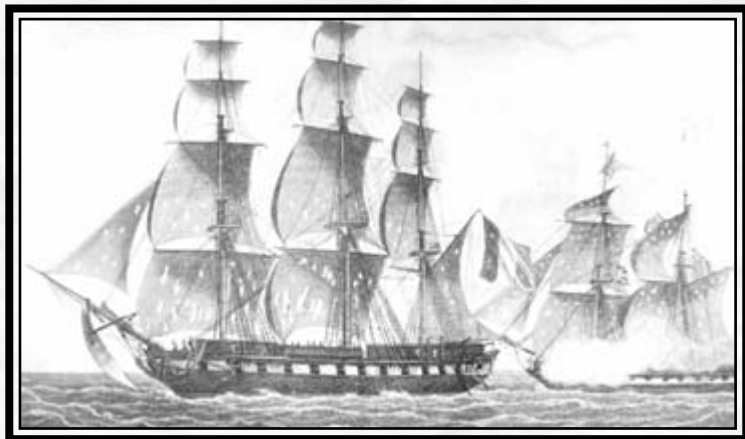
The Formalist Approach

Tactics from the early history of sailing warships called for grouping ships together to fight other groups of ships. Most naval engagements prior to the wars of the English and Spanish Succession ended in a draw, with fleets on both sides sustaining a great deal of damage. Although these tactics could disable enemy fleets, repairs were implemented quickly and a crippled fleet could sail again in a short period of time. Thus, it was possible to gain control of a seaway temporarily, but unless serious damage was inflicted on the enemy, the opposing fleet was certain return for another challenge.

In *Age of Sail II*, grouping your ships into mutually supportive bunches is useful in scenarios that pit disorganized opposing fleets against each other. The idea is to maintain fire in all directions while preserving a defensive posture so you can answer threats from approaching forces. After engaged, the ships in your groups battle one on one, trading blow for blow. If you have a material superiority and a good crew, this tactic can lead to an easy victory without a lot of planning.

The formalist approach, developed after years of fighting disorganized battles, calls for arranging ships in lines or columns and meeting the enemy as one unit. The idea was for the ships to support each other by covering each other's bow and stern. Disorganized enemy fleets that attacked such a line found themselves pulverized by the sheer firepower

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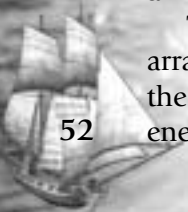
brought to bear on their advancing forces. This forced most fleets to adopt the same tactics and approach in line formation themselves. Because the ships basically went at it one-on-one, only the strongest ships could be used in a line. Hence the term "ship of the line."

WIND

VAN   CENTER   REAR
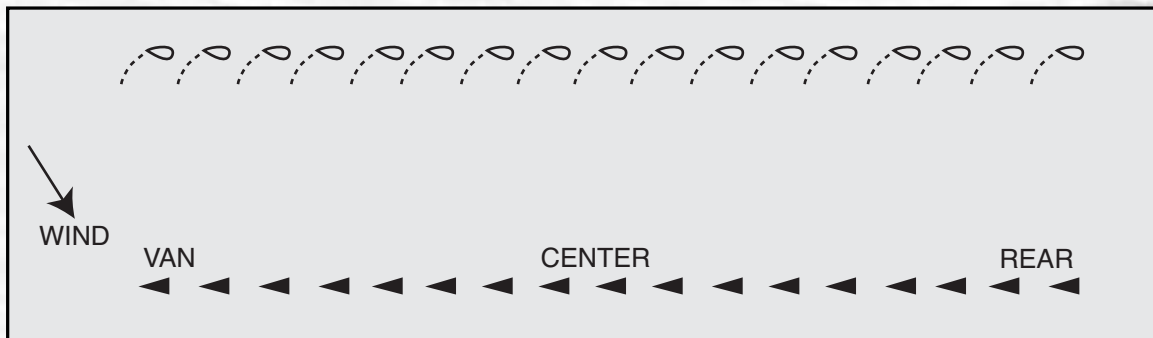
Lines Conterminous but Out of Range
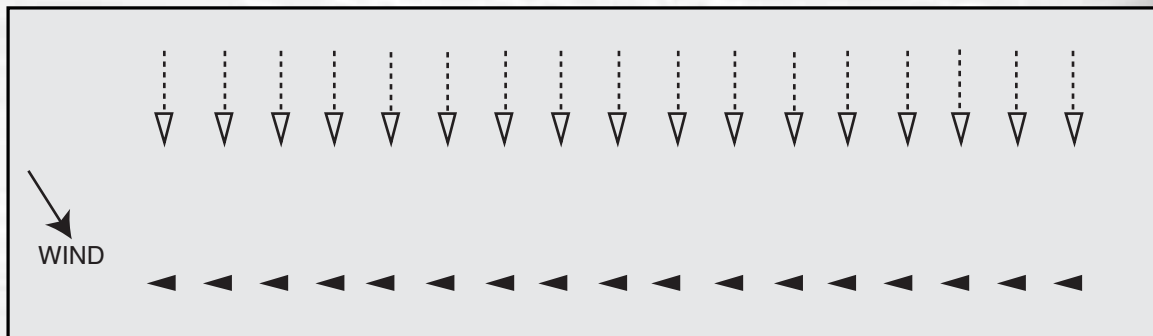
WIND

Windward Fleet Comes Down (Leeward Fleet Stationary)
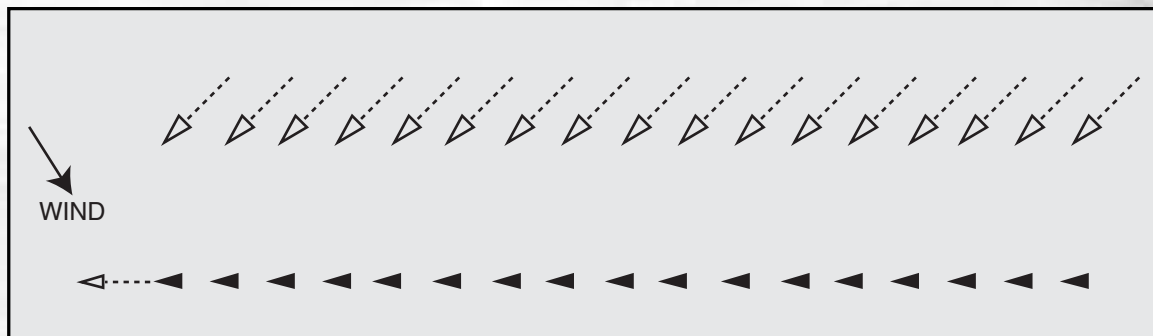
WIND

Windward Fleet Comes Down (Leeward Fleet Underway)

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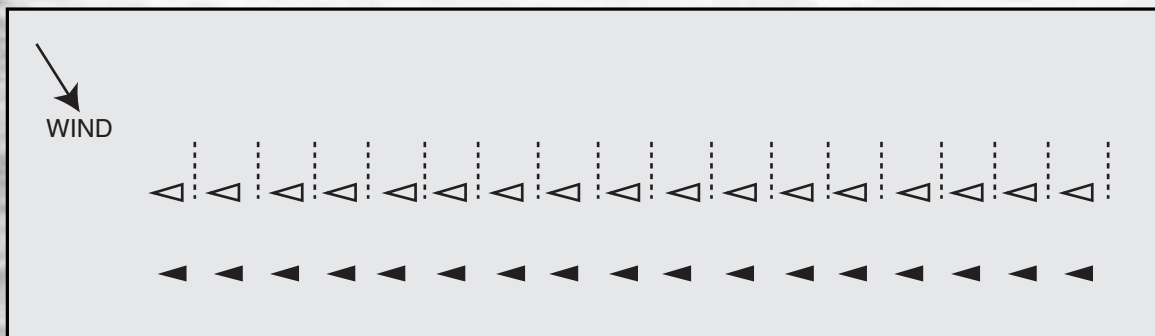
The Fleets Engaged

The Tendency of Windward Ships

Although the ideal was to swing a fleet toward the enemy, then turn and engage, ships in a battle line didn't move all at once. A gap always existed between the time the lead ship engaged the enemy and the time the rear ships did. This was simply due to wind direction, each ship's sailing characteristics, and the need to keep the ships in line. Thus, opposing ships could evade easily by shifting along with the fleet. Closing ranks also allowed the enemy captain to mass fire on a few ships before all were engaged in combat. For this reason, lead your lines with a few of your poorest quality ships. They absorb the brunt of the assault and leave your better ships unscathed and ready to slug to it out.
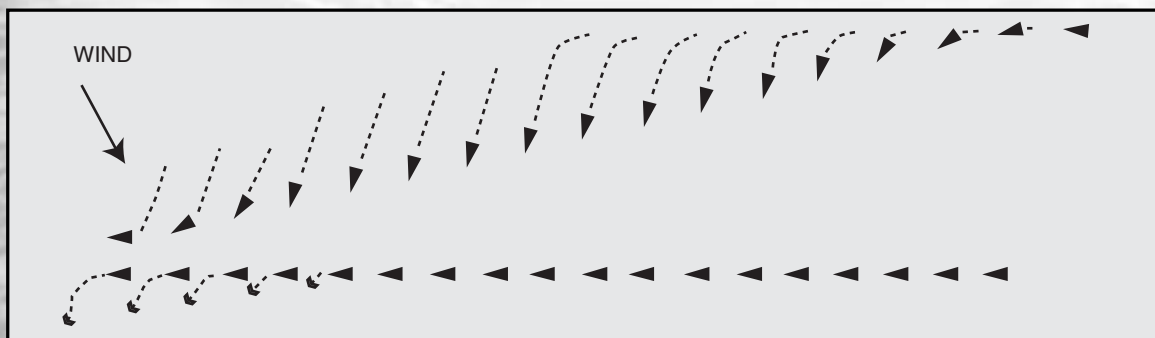
The Tendency of Windward Ships

Massing

The essence of fighting a battle with ships of the line is to establish superiority over some portion of the enemy line by massing against it. Melee tactics developed during the Age of Sail ensured the destruction of at least part of an enemy's fleet. Such destroyed sections never returned to combat and the powers behind them had to expend substantial resources to replace the lost assets. Melee tactics focused on bringing the most guns possible to bear on a single point in the enemy's battle line. These tactics were designed to inflict tremendous damage on the enemy while taking little in return.

The first tactic was a simple one: Use the wind to reduce the distance between one's ships (closing ranks) and bring a massed force against part of an enemy line. That is, part of one line changed speed to close the distance between ships in that section. The resulting mass of ships could fire on a section of the enemy line and destroy it quickly, or at least damage it severely. Although this tactic's simplicity made it relatively easy to coordinate, it was also easy for the enemy to counteract by simply matching the tactics—either massing at the same point, negating the opponent's advantage, or massing at a different point to take its own advantage.

It's easy to execute this tactic in *Age of Sail II*. After your battle line has assumed a line-ahead formation and engages the enemy battle line, either speed up or slow down a few ships in your line to close their ranks and overlap their fire ranges. Concentrate their fire on the same ship or small group of ships in the enemy battle line. Unless the enemy alters its tactics, you can maintain your numerical superiority at this position long enough to severely damage or destroy the focus of your attack. Watch out for enemy forces massing at other points against your own line.

Massing is accomplished also by advancing obliquely (at an angle) on the enemy line so that all ships deliver their fire into the same part of the enemy line as they pass, while another section of the enemy line can make only long-range shots at best.
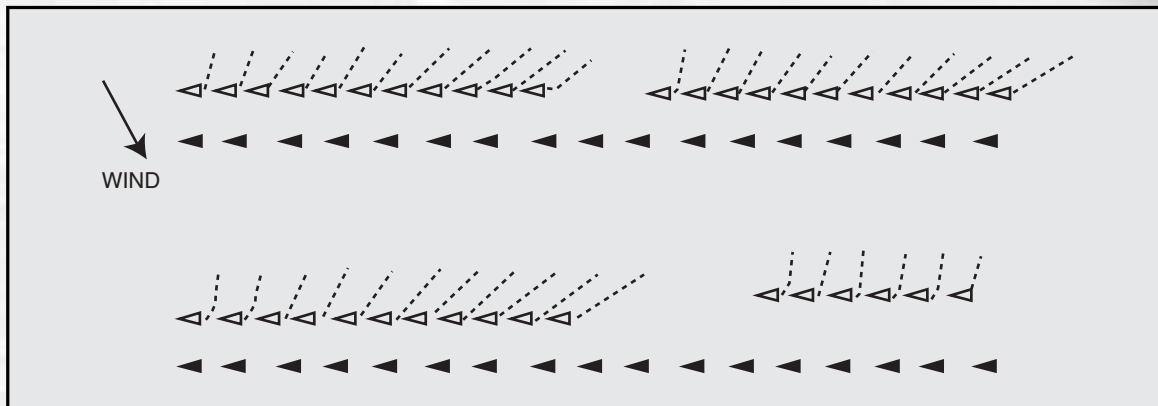
Massing

Doubling and Breaking

The melee tactics "doubling" and "breaking," also developed during the Age of Sail, are effective in *Age of Sail II*. Doubling involves maneuvering part of the line into positions on two sides of the enemy line's van or rear. Because usually there were too few crewman to man the guns on both sides of a ship, one set of ships could fire at the enemy with no fear of return fire.

Doubling is easiest to accomplish when the enemy is at anchor, or when a portion of the enemy line is too slow to avoid the maneuver (as with uncoppered ships of the American War of Independence or ships slowed by well-placed rigging hits), or when your line is able to move through a gap in the enemy's line and double back.

WIND
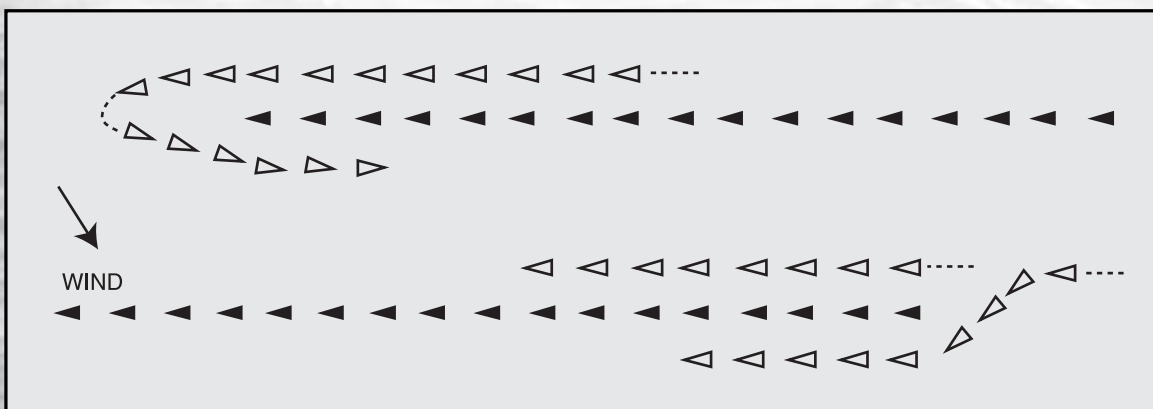
Doubling

One way to execute this tactic is to speed up to overtake the enemy, then turn around across the enemy van and either slow down to match its speed or head in the opposite direction. As you cross over the enemy's van, you can rake the front ships and hopefully deliver some massive crew damage while facing only the chaser guns at the bow. Once on the other side, your ships can fire at both sides of the enemy fleet; one side takes little return fire.

A third melee tactic, "breaking the line," involves pushing your ships through the enemy's column. Once through, you can double back on the enemy's rear or increase speed and double the enemy's van. In either case, you've disrupted the enemy's line and eliminated any advantages it may have afforded. Breaking the line gives your ships the opportunity to rake the enemy. After breaking, you hit your opponent from two sides; the enemy crew is unable to fire at full strength from both sides.
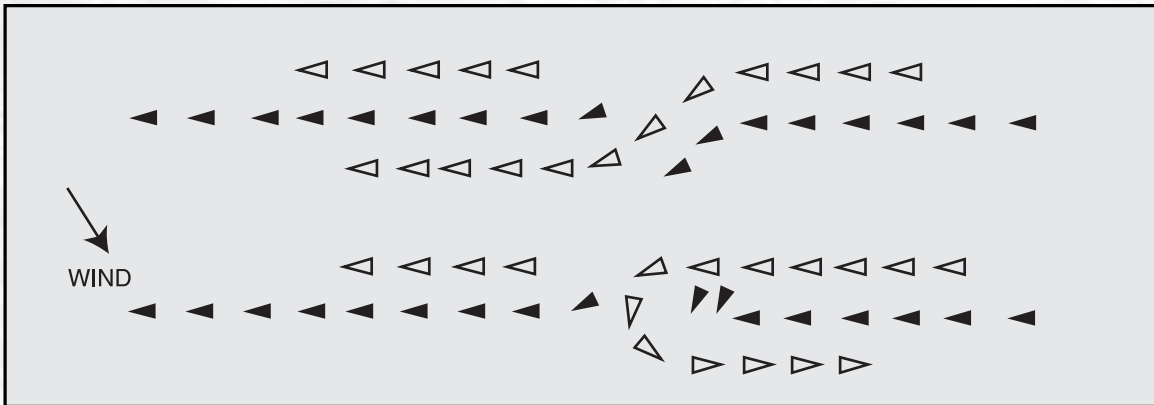
Breaking the Line

Summary

These tactics combine quite well. For instance, if you massed against the enemy's rear initially, your van squadron could double it, slowing the enemy rear considerably and rendering it unable to escape. Get and keep the wind gauge. This gives you the initiative and the ability to determine when and where engagement takes place. The wind gauge is the single most important factor to consider when trying to achieve superiority. Properly used, the wind gauge compensates for many factors of inferiority.

A squadron or fleet that fails to get the wind gauge is on the defensive by definition. The best way to fight a defensive battle is to maintain a good distance between your fleet and your attacker's. Maintain maneuverability by preventing the attackers from closing on you. Fire round shot at the enemy's rigging, especially when a raking opportunity presents itself. An attacking ship that loses rigging falls behind and has to leave the line. When you've thus disabled enough of the attackers, permit them to close with your now greatly superior defensive force. Not all opponents are crazy enough to fall into this trap. Historically, elaborate maneuvers of two fleets of ships of the line sometimes lasted for days because commanders were trying to avoid such a situation.

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In a broadside-to-broadside battle, where both sides have an equal number of ships, concentrate as much firepower as you can on the weakest enemy ship. After it's removed from the battle line, two of your ships are free to engage another ship near the one just disposed of, and so on. When both lines are parallel, be wary of enemy ships turning and causing a collision; move your line no farther than you can safely do so as you avoid this danger. An entire line of ships can become hopelessly fouled together if the lines engage too closely. Support a boarding action with a raking fire of grapeshot from ships on the flank. This helps reduce crew losses that occur in boarding combat that could cripple your ship. Also, don't initiate too many boarding actions at once; it reduces the mobility of the ships involved, and hence their ability to outmaneuver the enemy.

To summarize, when superior in materiel or firepower, get in close and exploit your superiority to the fullest. When inferior in materiel or firepower, keep the enemy guessing, and keep your distance. Use your strengths against your opponents and concentrate on their weaknesses. Compare your skills to your opponents' to determine whether you are superior or inferior in this respect. To compensate for crew inferiority, engage at closer ranges where they're more likely to hit the enemies.

Frigates and Smaller Vessels

Frigates were expected to fight only ships of their own class or lighter. They weren't intended to stand in a line against bigger ships. Taking on a ship of the line with a frigate is poor tactical usage of the frigate.

There are many reasons to avoid including frigates in a battle line with ships of the line. First, a frigate maintaining a relatively stationary position in a battle line can't make full use of its superior speed and maneuverability without disrupting the line. Second, the frigate takes up space better used by a much larger ship capable of inflicting an appropriate level of damage. Third, a frigate in a battle line becomes a weak link in what's supposed to be an unbreakable chain. This weak link then becomes the focus of enemy forces, which destroy it and break the line. Reforming the line around a damaged ship becomes difficult, and the crippled frigate becomes an obstacle for the rest of the line to avoid.

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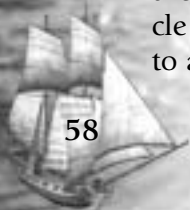
Chapter 2: Discussion of Tactics in "Age of Sail II"

Use frigates far more effectively on the outskirts of the main battle line. Their maneuverability allows them to position themselves on the enemy's van or rear to execute raking attacks more easily. Or position them on the fringes to prevent enemy frigates from doing so. Their maneuverability is critical in this instance, so avoid exposure to the powerful guns of the ships of the line.

Battles between frigates fall roughly into two categories. In one, the frigate must cripple an enemy frigate quickly to prevent its interfering with the larger battle line or an important objective, but not necessarily to complete a decisive engagement. In this instance, employ chain shot from a rake to destroy the enemy frigate's rigging and eliminate some or all of its maneuverability. Use full sails to escape and avoid the damaged ship.

In the other category of frigate-to-frigate battle, your vessel seeks a decisive engagement, hoping to defeat the enemy frigate. Undertake this type of action *only* if your frigate is greatly superior to the enemy's. If your vessel is only slightly superior, avoid such an engagement: Even a victory will leave you the worse for wear. A crippled victor is worth little more than the vanquished. Never attempt a decisive engagement in close proximity to enemy ships of the line. This gives the huge array of guns easy opportunities to fire on your far weaker frigate. Even if you win, an enemy ship of the line can recover your prize easily—and take your vessel, as well.

The frigate's maneuverability and speed presents some interesting tactical opportunities. When escorting friendly merchantmen, for instance, frigates have the advantage: They know the merchantmen's destination and can change position quickly to cover vulnerable areas. And they need only cripple their opponents. A crippled frigate poses no serious threat, even to a merchantman.

Their remarkable maneuverability gives attacking frigates the initiative. Use feints to fool defenders into thinking you'll attack from one direction, then change and attack from a different position. Your maneuverability forces defenders to commit to one area, while you attack the other. Only the best commanders can keep up with a rapidly shifting frigate attack. A pincer attack is very effective in this instance: Send multiple frigates to attack via different avenues, threatening your targets from multiple directions and keeping the defenders off balance.

To sum up, use frigates best in direct engagement with other frigates, lighter vessels, and transports or merchants. Avoid placing them in large formations, thus counteracting their maneuverability advantage. Instead, deploy frigates singly or in small, flexible groups. Capitalize on their mobility by using them under full sails as much as possible. Drop to battle sails to close for a duel only when the odds are highly favorable. With even or unfavorable odds, maneuver the frigate at full sails and at range, avoiding fire and waiting for an opportunity to close and assault.

Discussion of Historical Scenarios in "Age of Sail II"

Each scenario discussion includes a table of force compositions for each battle, a scenario briefing that details the battle's historical outcome, and an analysis of each side's advantages and disadvantages. Understanding the terminology and tactics discussed in previous chapters helps you make the most of the suggestions that follow. Experiment to see if you can duplicate the historical outcomes—or rewrite history. Multiplayer gaming in these scenarios is essentially the same as single-player, except that it is easier to win against the CPU.

Andrew Doria vs. Racehorse

Andrew Doria vs. Racehorse
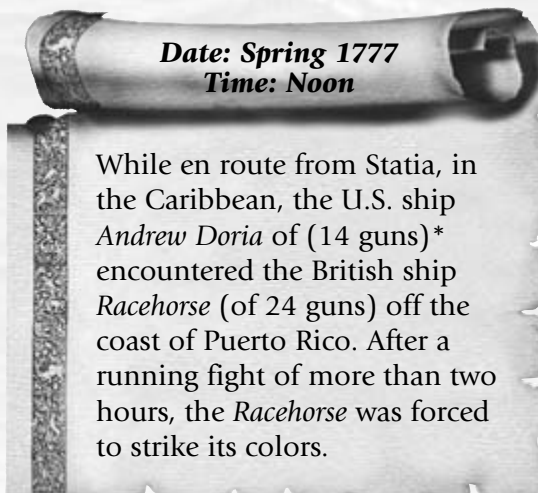
Date: Spring 1777
Time: Noon

While en route from Statia, in the Caribbean, the U.S. ship *Andrew Doria* of (14 guns)* encountered the British ship *Racehorse* (of 24 guns) off the coast of Puerto Rico. After a running fight of more than two hours, the *Racehorse* was forced to strike its colors.

Table 3-01. Force Composition

Country	Ship Name	Rating	Number of Guns
U.S.	*Andrew Doria*	8	14**
Britain	*Racehorse*	7	24

* This describes how many guns the ship in question has.
** This indicates how many guns the ship can hold.

The *Andrew Doria* has a better crew and more guns than the *Racehorse*, giving the American ship a material advantage. Nevertheless, you must employ good tactics to get the historical win for *Andrew Doria*.

Playing as the U.S., use the benefits of the better crew to fire from long range. When you close, go for sail damage first with chain shot to hinder the *Racehorse*'s maneuverability, then batter its hull with ball shot, staying behind, where the ship is weakest.

Playing as the *Racehorse*, overcome the disadvantage of fighting against a much better crew by closing and outmaneuvering the *Andrew Doria*, staying out of range of its main guns. Use your guns from close range to maximize your chance of hitting with them and inflicting serious damage.

Hancock + vs. Rainbow +

Hancock + vs. Rainbow +

Date: July 8, 1777
Time: 2:30 p.m.

The U.S. ships *Hancock* of 32 guns, *Fox* of 28 guns, and *Boston* of 24 guns were on patrol and encountered three British ships—the 44-gun *Rainbow*, the 32-gun *Flora*, and the 18-gun *Victor*. The *Boston* turned and fled immediately, leaving the *Hancock* and the *Fox* behind. The *Rainbow* captured the *Hancock* and the *Flora* took the *Fox*.

Table 3-02. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Rainbow*	5	46
Britain	*Victor*	7	18
Britain	*Flora*	5	42
U.S.	*Hancock*	5	34
U.S.	*Fox*	6	28
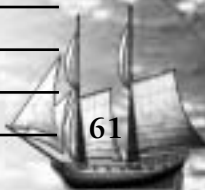
The U.S. ships are greatly outmatched here. The crews of all ships are very good, but the British have such a great advantage in materiel over the U.S. that it will be difficult to get a victory for the *Hancock* and the *Fox*.

Concentrate the fire of the *Hancock* and the *Fox* on a single British ship early in the battle to even the odds. For the U.S., taking out the *Rainbow* or the *Flora* quickly is the way to go. If the *Hancock* and the *Fox* don't take too much damage doing this and manage to turn this battle into a two-on-two, history can be rewritten.

Alfred vs. Ariadne and Ceres

Alfred vs. Ariadne and Ceres

Date: January 11, 1778
Time: 2 p.m.

While en route to the U.S. after repairs in France, the *Raleigh* of 32 guns and the *Alfred* of 24 guns encountered two British ships east of the Windward Islands. The *Raleigh* set all sail and ran, leaving the much slower *Alfred* to fend for itself. The *Alfred* put up a fight but its speed wasn't up to the task. It was forced to surrender.

Table 3-03. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Ariadne*	6	20
Britain	*Ceres*	7	20
U.S.	*Alfred*	6	28

The *Alfred* is in a difficult situation. Although it's an even match for the *Ariadne*, the presence of the *Ceres* on the British side greatly skews the battle. The *Ariadne* leads the *Ceres* at the start of the formation and can be quickly engaged by the *Alfred* as it closes. If the *Alfred* can outmaneuver the *Ceres* and score some serious damage to the *Ariadne*, it might have a chance one-on-one against the *Ceres*, with favorable position and a very good commander.

As the British, this is a pretty easy scenario: Never leave either ship in a position to engage the *Alfred* one-on-one. Keep the two British ships together until they can close on the *Alfred*, then force it to fight on both sides until it surrenders.

Randolph vs. *Yarmouth*

Randolph vs. Yarmouth

Date: March 7, 1778
Time: 8 p.m.

While escorting a small squadron into the West Indies, the U.S. 32-gun frigate *Randolph* was engaged at 8 p.m. off the coast of Barbados by the British 64-gun *Yarmouth*. The U.S. ship gave a good accounting of itself for nearly half an hour, doing great damage to its larger opponent. Then its magazine caught fire and it blew up, with only five survivors.

Table 3-04. Force Composition

Country	Ship Name	Rating	Number of Guns
U.S.	*Randolph*	5	27
Britain	*Yarmouth*	3	60

The *Yarmouth* is vastly stronger than the *Randolph*, being a bigger ship with far more guns mounted on all three decks. The *Randolph* must overcome its disadvantage in strength by using its advantage in maneuverability to steer clear of the *Yarmouth*'s huge cannons. Both ships have excellent crews and it's fairly easy for the *Yarmouth* to win with fair tactics. The *Randolph* must use superior tactics and outmaneuver the *Yarmouth* to gain a victory.

Ranger vs. *Drake*
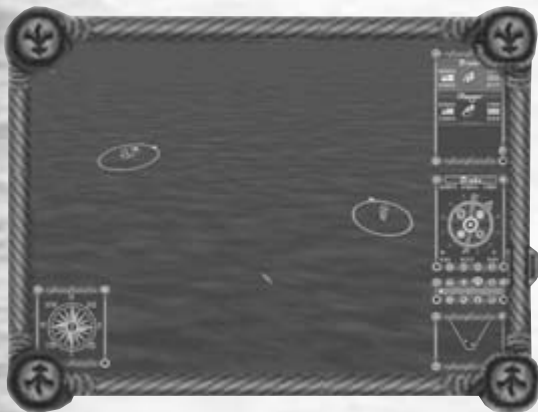
Ranger* vs. *Drake

Date: April 24, 1777
Time: Noon

The *Ranger* was given to John Paul Jones in June 1777. In the spring, while cruising the Irish Sea, he encountered the *Drake* and captured it near Carrickfergus. The battle was no contest, due to the *Drake*'s unprepared crew and captain and John Paul Jones's skilled leadership and superior ship-handling abilities.

Table 3-05. Force Composition

Country	Ship Name	Rating	Number of Guns
U.S.	*Ranger*	7	18
Britain	*Drake*	6	14

The *Ranger* outmatches the *Drake* in crew quality, guns, and gun strength. Neither ship has an advantage in maneuverability. With two captains of equal skill, the *Ranger* is unlikely to lose this contest.
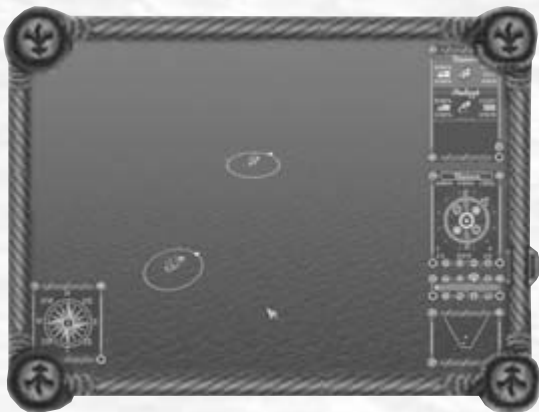
Raleigh vs. Unicorn

Raleigh vs. Unicorn

Date: September 25, 1778
Time: 11 a.m.

The *Raleigh* left Boston on the morning of September 25 to begin a patrol along the coast of Maine. Within hours it ran into the British 50-gun *Experiment* and 20-gun *Unicorn*. The *Raleigh* outdistanced the *Experiment* quickly, but while doing so took heavy damage to its fore- and mainmasts. After a short fight, its captain ran the vessel onto the rocks and escaped with a third of his men. The British salvaged the *Raleigh* and sent it to England.

Table 3-06. Force Composition

Country	Ship Name	Rating	Number of Guns
U.S.	*Raleigh*	5	32
Britain	*Unicorn*	6	22

The damage done historically to the *Raleigh* is overlooked in *Age of Sail II*, and so it begins this scenario with full capability. This makes it the stronger ship in terms of guns and hull strength. But the *Unicorn* is faster, more maneuverable, and boasts a better crew. Overall, the advantage still lies with the *Raleigh*, but a good tactician can take advantage of the *Unicorn*'s superior crew and get the historical victory.

Keep the *Unicorn* at some range from the *Raleigh*'s cannons initially, until it can slow the *Raleigh* or damage its guns. After the *Unicorn* has inflicted enough gun or sail damage (35 percent or more), it can begin closing the distance and use its maneuverability and speed to stay away from *Raleigh*'s guns.

The *Raleigh* must do whatever it can to close the distance from the start and keep a steady barrage on the *Unicorn* with its heavy guns to achieve victory.

Bonhomme Richard vs. Serapis
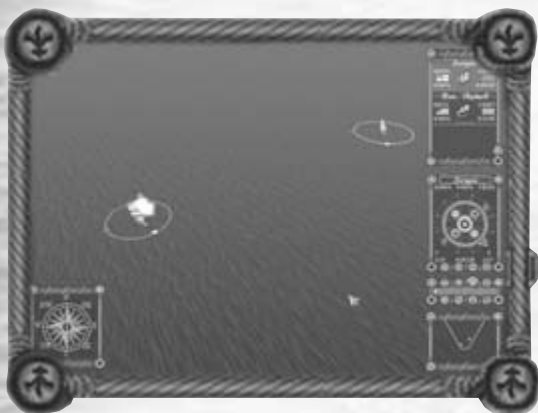
While cruising the North Sea, John Paul Jones' 42-gun ship the *Bonhomme Richard* came across a large convoy of British ships. The *Bonhomme Richard* attacked the convoy's leading ship, the 50-gun *Serapis*. The *Serapis* was larger and better armed then the *Bonhomme Richard*, so Jones guided his ship alongside the *Serapis*, so close their rigging became entangled and the gun barrels almost touched. After over three hours of intense, close action the *Serapis* lost its rigging and struck its colors. Two days later the *Bonhomme Richard* sank due to the damage it had taken.

Bonhomme Richard vs. Serapis

Table 3-07. Force Composition

Country	Ship Name	Rating	Number of Guns
U.S.	*Bonhomme Richard*	5	36
Britain	*Serapis*	5	50

John Paul Jones deserves a great deal of credit for pulling off this victory. The *Serapis* has more and stronger guns than the *Bonhomme Richard*, but *Bonhomme Richard*'s crew is better trained. Neither ship has a speed or maneuverability advantage and the odds are slightly in favor of the *Serapis*. It should be a good fight on either side and the better tactician will win.

Attempting John Paul Jones' tactics in *Age of Sail II* will require a great deal of skill. Use range to your advantage if commanding the *Bonhomme Richard* and close to punish the enemy if playing as the *Serapis*.
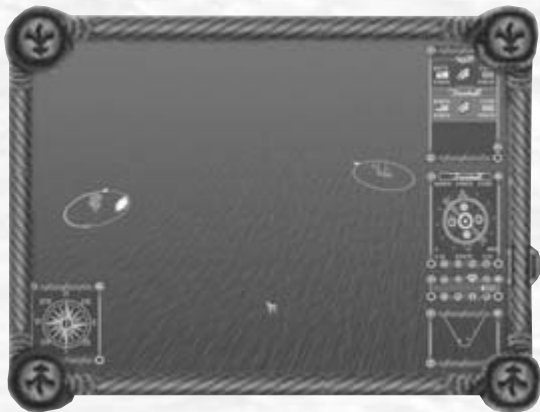
Trumbull vs. Watt

Trumbull vs. Watt

Date: May 1780
Time: 2:30 p.m.

The U.S. frigate *Trumbull* of 28 guns was cruising the North Atlantic when it came across a British ship, the 36-gun frigate *Watt*. A furious battle soon erupted, with *Trumbull* losing its main- and mizzenmasts and the *Watt* limping away in a similar condition. The contest ended in a draw.

Table 3-08. Force Composition

Country	Ship Name	Rating	Number of Guns
U.S.	*Trumbull*	6	28
Britain	*Watt*	5	33

The British ship *Watt* is the stronger of the two in this scenario, both in terms of guns and hull strength. However, the *Trumbull* is the faster of the two ships and is more maneuverable. The *Watt*'s crew is more experienced than the *Trumbull*'s, so the overall advantage goes to the *Watt*.

The *Trumbull* should close and use its advantage in maneuverability to evade fire and damage the *Watt*'s hull and guns to reduce the *Watt*'s strength advantage. The *Watt* should fight from a distance when it can and wear down the *Trumbull* until its speed and maneuverability are no longer factors, then close for the kill.

Alliance vs. Atalanta and Trepassey
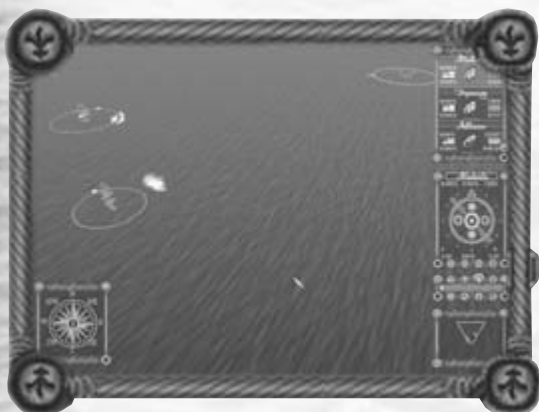
Alliance vs. Atalanta and Trepassey

Date: Summer 1781
Time: 10 a.m.

The U.S. 32-gun frigate *Alliance* transported Thomas Paine and Colonel John Laurens to France, undermanned with a crew of mostly British prisoners. The crew began plotting a mutiny, but the *Alliance* reached France before they could carry out their plans. On leaving Lorient at the end of March, the mutinous plan was uncovered and the captain, John Barry, had the plotters flogged on the way back to America.

On the journey, the *Alliance* encountered two British corvettes, the *Atalanta* of 16 guns and the 14-gun *Trepassey*. Given the *Alliance*'s insufficient and unreliable crew the battle was close, but after a two-hour fight it forced both corvettes to strike their colors.

Table 3-09. Force Composition

Country	Ship Name	Rating	Number of Guns
U.S.	*Alliance*	5	36
Britain	*Atalanta*	7	18
Britain	*Trepassey*	7	14

The *Alliance* by itself gives up material advantage to the combination of the *Atalanta* and *Trepassey*. Both British ships also have far better crews, greater speed, and superior maneuverability. However, the *Alliance*'s size and the number and placement of its guns will get its captain through the battle.

As the British, don't give the *Alliance* a chance to breathe. Pound it from range and cause as much damage as you can, taking advantage of your superior crews. Surround the *Alliance* and eliminate its ability to maneuver away from danger.

As the U.S., be patient and wait for the right moment to engage one of the ships at closer range, where your inferior crew will matter less. The *Alliance* doesn't need to close with either British ship for too long. Wait it out and don't get sandwiched between the two. Close only when you have a clear chance to engage one ship without its partner hitting you from the other side.

Trumbull vs. *Iris* and *General Monk*

Trumbull* vs. *Iris* and *General Monk

Date: August 11, 1781
Time: 4 p.m.

On August 8, 1781, the *Trumbull* left Philadelphia as an escort for 28 merchant ships. The next day a storm carried away its main- and mizzen-masts. While the *Trumbull* made repairs, two British ships, the 32-gun *Iris* and 20-gun *General Monk*, came upon her. They forced the *Trumbull* to surrender within an hour.

Table 3-10. Force Composition

Country	Ship Name	Rating	Number of Guns
U.S.	*Trumbull*	6	28
Britain	*Iris*	5	32
Britain	*General Monk*	6	20

This scenario overlooks the damage being repaired by the *Trumbull* historically, and it begins the battle at full strength.

Nevertheless, the situation is dire for the *Trumbull*. It gives up every advantage in this scenario, although it's an even match for either British ship one-on-one. Even the British crews are better.

This is a good scenario for a very experienced commander to try on the U.S. side, as it will take extremely good tactics for the *Trumbull* to win. Don't get fired on by both ships at once, and play evasively until the *Trumbull* can contest one ship directly without taking too much fire from the other.

The Battle of Madras

The Battle of Madras

Date: February 17, 1781
Time: 4 p.m.

When French Admiral Comte de Grasse took the Brest fleet to American waters in 1781, a smaller squadron set out for the Indian Ocean. Its commander was Vice-admiral Pierre-Andre de Suffren St. Tropez, and during the next 18 months he earned the reputation of being the finest admiral in France's history. Vice-admiral de Suffren's first engagement was against a smaller British squadron off the coast of Madras. With a 12-to-9 advantage, he was hindered by the timidity and ineptitude of some of his captains. Both sides took damage but neither lost ships.

Table 3-11. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Hero*	3	80
Britain	*Superb*	3	74
Britain	*Monarca*	3	68
Britain	*Burford*	3	64
Britain	*Eagle*	3	64
Britain	*Exeter*	3	64
Britain	*Monmouth*	3	64
Britain	*Worcester*	3	64
Britain	*Isis*	4	50
France	*Annibal*	3	66
France	*Heros*	3	55
France	*L'Orient*	3	63
France	*Ajax*	4	64
France	*Artesien*	4	64
France	*Bizarre*	4	64
France	*Brilliant*	4	66
France	*Severe*	4	60
France	*Sphynx*	4	72
France	*Vengeur*	4	64
France	*Flamand*	4	50
France	*Hannibal*	4	50

If you play as the French, you have Vice-admiral de Suffren's advantage here in materiel. His crew is less trained than that of the British, but he has more and better guns and more ships with which to execute tactics. He also has the wind in his favor for the initial engagement.

As the French, form line abreast and close the distance. Turn line ahead and engage the British ships by massing on their rear. Don't allow the British to double on your van after you're engaged. The wind makes it difficult for them to do this, anyway, if you stay north of their position.

The British have a tough fight in store for them. However, their crews are better trained and they'll have a range advantage as the French approach, allowing them to get off some early shots with little in the way of reply. Once engaged, the numbers work against you,

unless you can turn a tactical advantage. The French have their toughest ships at the front; you can exploit this if you can double the enemy's van once engaged. Can you end de Suffren's career before it begins?

The Battle of Providien

The Battle of Providien

Date: April 12, 1782
Time: Noon

Vice-admiral de Suffren's second battle occurred off the coast of Ceylon. This time the odds of 12-to-11 were more even. But again the poor abilities of some of his captains spoiled his bold move, enabling the British to emerge the victor by a small margin.

Table 3-12. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Hero*	3	74
Britain	*Sultan*	3	74
Britain	*Superb*	3	74
Britain	*Monarca*	3	68
Britain	*Burford*	3	64
Britain	*Eagle*	3	64
Britain	*Exeter*	3	64
Britain	*Magnanime*	3	64
Britain	*Monmouth*	3	64
Britain	*Worcester*	3	64
Britain	*Isis*	4	50
France	*Annibal*	3	74
France	*Heros*	3	74
France	*L'Orient*	3	74

Table 3-12. Force Composition (continued)

France	*Ajax*	4	64
France	*Artesien*	4	64
France	*Bizarre*	4	64
France	*Brilliant*	4	64
France	*Severe*	4	64
France	*Sphynx*	4	64
France	*Vengeur*	4	64
France	*Flamand*	4	50
France	*Hannibal*	4	50

Again, the wind and the numbers are in de Suffren's favor—but this time only barely. Both sides should break and double the enemy's line. The French are in a better position to do so than the British due to the wind direction and the ships' initial positions, but the tactic can be pulled off equally well on both sides.

The Battle of the Saintes

The Battle of the Saintes

Date: April 12, 1782
Time: 6:30 a.m.

When British Admiral Rodney learned that the French Admiral Comte de Grasse's fleet was heading for the West Indies to take Jamaica, he decided to intercept it at the Isle des Saintes, south of Guadaloupe. The engagement started in opposing line of battle, but a shift in the wind allowed the British to pierce the French center. At the conclusion, the British captured five French ships and Admiral de Grasse. This was the greatest British victory in the American War of Independence.

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Table 3-13. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Barfleur*	2	98
Britain	*Duke*	2	90
Britain	*Formidable*	2	90
Britain	*Namur*	2	90
Britain	*Prince George*	2	90
Britain	*Ajax*	3	74
Britain	*Alcide*	3	74
Britain	*Alfred*	3	74
Britain	*Bedford*	3	74
Britain	*Canada*	3	74
Britain	*Centaur*	3	74
Britain	*Conqueror*	3	74
Britain	*Fame*	3	74
Britain	*Hercules*	3	74
Britain	*Magnificent*	3	74
Britain	*Marlborough*	3	74
Britain	*Monarch*	3	74
Britain	*Montigu*	3	74
Britain	*Resolution*	3	74
Britain	*Royal Oak*	3	74
Britain	*Russell*	3	74
Britain	*Torbay*	3	74
Britain	*Valiant*	3	74
Britain	*Warrior*	3	74
Britain	*Princessa*	3	70
Britain	*Agamemnon*	3	64
Britain	*America*	3	64
Britain	*Anson*	3	64
Britain	*Belliquex*	3	64
Britain	*Nonsuch*	3	64
Britain	*Prince William*	3	64
Britain	*Prothee*	3	64
Britain	*Repulse*	3	64

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Table 3-13. Force Composition (continued)

Britain	*St. Albans*	3	64
Britain	*Yarmouth*	3	64
Britain	*Arrogant*	3	74
France	*Ville de Paris*	1	104
France	*Auguste*	2	80
France	*Couronne*	2	80
France	*Duc de Borgogne*	2	80
France	*Languedoc*	2	80
France	*Triomphant*	2	80
France	*Bourgogne*	3	74
France	*Brave*	3	74
France	*Censeur*	3	74
France	*Citoyen*	3	74
France	*Conquerant*	3	74
France	*Destin*	3	74
France	*Diademe*	3	74
France	*Glorieux*	3	74
France	*Hector*	3	74
France	*Hercule*	3	74
France	*Magnamime*	3	74
France	*Magnifique*	3	74
France	*Marseillais*	3	74
France	*Neptune*	3	74
France	*Northumberland*	3	74
France	*Palmier*	3	74
France	*Pluton*	3	74
France	*Sceptre*	3	74
France	*Souverain*	3	74
France	*Dauphin*	3	70
France	*Ardent*	4	64
France	*Eveille*	4	64
France	*Reflechi*	3	64
France	*Scipion*	3	74
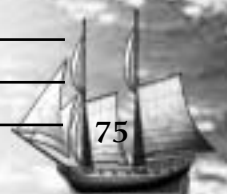
The only advantage the French have to exploit in this battle is the wind, which is favorable to them initially. It will be extremely tough to rewrite history as the French. To make up for their lack of numbers, the French must break and double the enemy's line as quickly as possible to mass on the rear part of the enemy column. The British will do the same to the French's rear if they attempt this.

This scenario is very hard and is fun to play multiplayer, with several players on each side, or to watch two computers battle it out.

The Battle of Negapatam

The Battle of Negapatam

Date: July 6, 1782
Time: 10 a.m.

After refitting at Tranquebar, with help from a storeship sent by the Dutch, Vice-admiral de Suffren's squadron went about the business of recapturing Negapatam for them. British Admiral Sir Edward Hughes' squadron was waiting for him there, and again de Suffren's captains let him down. The French suffered twice as many casualties as the British.

Table 3-14. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Hero*	3	80
Britain	*Sultan*	3	74
Britain	*Superb*	3	64
Britain	*Monarca*	3	68
Britain	*Burford*	3	64
Britain	*Eagle*	3	64
Britain	*Exeter*	3	64

Table 3-14. Force Composition (continued)

Britain	*Magnanime*	3	60
Britain	*Monmouth*	3	64
Britain	*Worcester*	3	64
Britain	*Isis*	4	50
France	*Annibal*	3	74
France	*Heros*	3	57
France	*L'Orient*	3	43
France	*Artesien*	4	64
France	*Bizarre*	4	51
France	*Brilliant*	4	59
France	*Severe*	4	64
France	*Sphynx*	4	68
France	*Vengeur*	4	64
France	*Flamand*	4	50
France	*Hannibal*	4	50

The French have the advantage in firepower and speed, but they're lacking in crew quality and the wind is against them initially. The French also have two of the three weakest ships in the scenario.

In a close engagement, the French can win this battle, given their advantage in gun strength.

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The Battle of Trincomalee

The Battle of Trincomalee
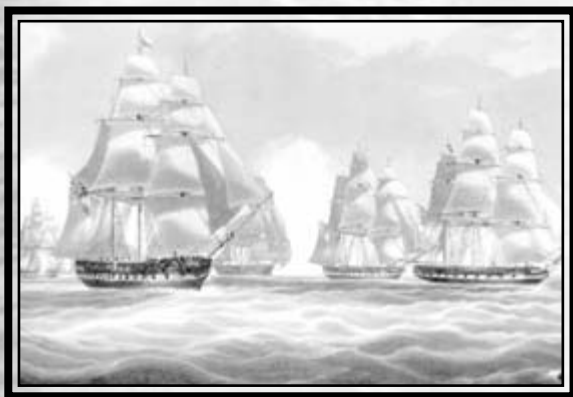
Date: September 3, 1782
Time: Noon

After the Battle of Negapatam, de Suffren sailed for Cuddalore, where he had an interview with his ally, Hyder Ali. From there, on August 1, he sailed to Pointe de Galle, a Dutch port in southwest Ceylon, to meet a convoy of supplies and troops, escorted by two ships of the line and a large, armed, former British East Indiaman—welcome reinforcements.

Meanwhile, Hughes, uncharacteristically slothful, sailed to Madras and remained there until August 20. De Suffren struck quickly, moving his reinforced fleet and fresh troops to Trincomalee, which capitulated on August 31. When Hughes, reinforced by another battleship, arrived there on September 2, it was too late to save that valuable port. De Suffren sortied the next morning and the two fleets met for the fourth time in 1782. This time, de Suffren managed to gain the wind and attacked. Although no ships were lost on either side, the French scored a tactical victory, dealing more damage than they received.

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Table 3-15. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Hero*	3	80
Britain	*Sultan*	3	74
Britain	*Superb*	3	64
Britain	*Monarca*	3	68
Britain	*Burford*	3	64
Britain	*Eagle*	3	64
Britain	*Exeter*	3	64
Britain	*Magnanime*	3	60
Britain	*Monmouth*	3	64
Britain	*Sceptre*	3	64
Britain	*Worcester*	3	64
Britain	*Isis*	4	50
France	*Annibal*	3	74
France	*Heros*	3	57
France	*Illustre*	3	74
France	*L'Orient*	3	43
France	*Ajax*	4	64
France	*Artesien*	4	64
France	*Bizarre*	4	51
France	*Brilliant*	4	59
France	*Severe*	4	64
France	*Sphynx*	4	68
France	*Vengeur*	4	64
France	*St. Micheal*	4	48
France	*Flamand*	4	50
France	*Hannibal*	4	50
France	*Consolante*	5	40

The French have greater firepower and more ships this time for the sequel to Negapatam, which gives them a real advantage. They also have the scenario's fastest ship, the *Consolante*. British tactics should involve massing where they can concentrate large amounts of guns. The French will have an easier time doing this with their greater number of ships, but their line is not quite formed at the start and they're engaging with a line that has holes in it already.

The Battle of Cuddalore
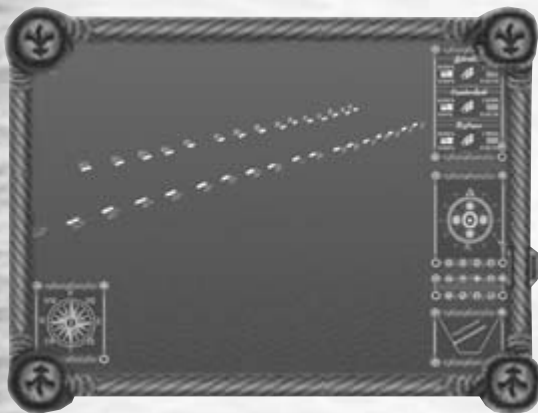
The Battle of Cuddalore

Date: June 20, 1783
Time: 5 p.m.

The French were under siege at Cuddalore, Mauritius. Vice-admiral de Suffren decided to raise the siege and give the British a bloody nose in the process. By clever maneuvering, he managed to slip past British Admiral Sir Edward Hughes's squadron and take on soldiers from the garrison. Then, using the wind to advantage, he weighed anchor and sailed out to give battle. This time his captains managed to hold their formation and fought so resolutely the two-and-a-half-hour fight ended only with the fall of darkness.

Table 3-16. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	Gibralter	3	76
Britain	Cumberland	3	72
Britain	Defence	3	72
Britain	Hero	3	80
Britain	Sultan	3	74
Britain	Monarca	3	68
Britain	Africa	3	64
Britain	Burford	3	64
Britain	Eagle	3	64

Table 3-16. Force Composition (continued)

Britain	*Exeter*	3	64
Britain	*Inflexible*	3	64
Britain	*Magnanime*	3	60
Britain	*Monmouth*	3	64
Britain	*Sceptre*	3	64
Britain	*Worcester*	3	64
Britain	*Isis*	4	50
Britain	*Bristol*	3	72
France	*Annibal*	3	74
France	*Argonaute*	3	51
France	*Fendant*	3	55
France	*Heros*	3	57
France	*Illustre*	3	74
France	*Hardi*	4	74
France	*Ajax*	4	64
France	*Artesien*	4	64
France	*Brilliant*	4	59
France	*Severe*	4	64
France	*Sphynx*	4	68
France	*Vengeur*	4	64
France	*St. Micheal*	4	48
France	*Flamand*	4	50
France	*Hannibal*	4	50

Both lines are properly formed at the start of the scenario and the wind provides the British a slight advantage. The British outnumber the French 18 ships to 15 in this scenario, and they have better crews. The French have the better guns, however, and can do more damage. It's a somewhat balanced fight, with the British having a slight advantage. For two players, the better commander should attempt to win with the French.

Scourge vs. Sans Culottes
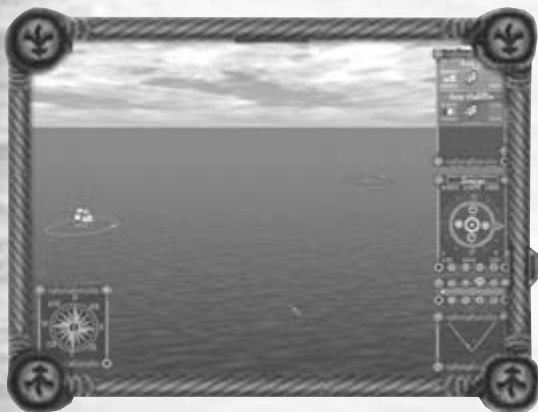
Scourge vs. Sans Culottes

Date: March 13, 1793
Time: Noon

The British 16-gun ship *Scourge* spotted a sail south of Sicily and gave chase. It had found the French privateer *Sans Culottes* of 12 guns. Once the *Scourge* caught up with the French vessel, the two battled for three hours before the *Sans Culottes* struck its colors.

Table 3-17. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Scourge*	8	16
France	*Sans Culottes*	10	12

The wind favors the *Sans Culottes* initially. The French also have the advantage in gun strength, although the *Sans Culottes* has four fewer guns than the *Scourge*. The British crew is of better quality and scores more damage at longer ranges. If the French privateer closes the distance and avoids taking too much fire, it can use its gun strength advantage to rewrite history.

Venus vs. *Sémillante*

At 1 a.m. the British 32-gun frigate *Venus* spotted a sail heading toward it. At about 4 a.m. the stranger, now to windward, fired two shots and hoisted the flag of France. This was the 36-gun frigate *Sémillante*. Both ships maneuvered for four hours, with the French ship maintaining the wind gauge. At 8 a.m. they began exchanging fire, and by 10:30 a.m. the *Venus* had damaged the French ship heavily. It was about to force the French surrender when another approaching sail was spotted. Because it might have been a larger French ship, the *Venus* turned and fled.

Venus vs. Sémillante

Table 3-18. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Venus*	5	38
France	*Sémillante*	5	40

The *Sémillante* has the advantages of being to windward and having more and better guns. Its crew is less experienced than the *Venus*'s, however, and this balances the battle. The French frigate should close to counteract its poor crew quality and go one on one with the *Venus*. The *Venus* should stay at range and try to achieve a more favorable position relative to the wind. Thus, stay at range if you're using the *Venus* and rely on your crew's experience to score damage where the *Sémillante's* crew can't.

Nymphe vs. Cleopâtré
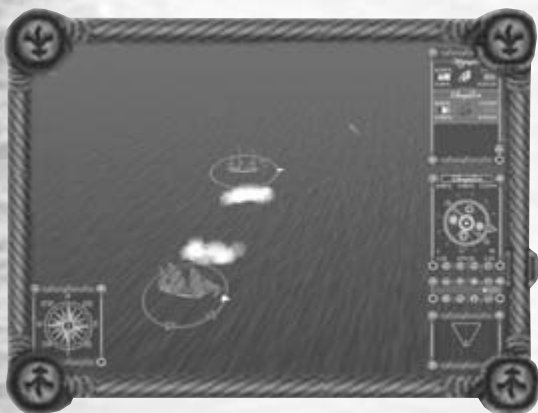
Nymphe vs. Cleopâtré

Date: June 18, 1793
Time: 4 a.m.

This battle was the first engagement of the Wars against France. After more than an hour of fighting, the crew of the *Nymphe* boarded the *Cldopâtré*. Soon afterward the *Cleopâtré* struck its colors.

Table 3-19. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Nymphe*	5	40
France	*Cleopâtré*	5	34

The crew of the *Nymphe* has a slight advantage in crew quality and the wind is in its favor. The ships begin so close together initially that close combat is enforced. The *Nymphe* can break off slightly and maintain a safer distance, but the *Cleopâtré* may not allow that, as it is in its best interest to fight close. The one who best gets the wind gauge will win.

Boston vs. Ambuscade

Boston vs. **Ambuscade**

Date: July 31, 1793
Time: 5 a.m.

The British 32-gun frigate *Boston* agreed to meet the French 32-gun frigate *Ambuscade* at sea. After an hour and a half of maneuvering, the action began at 5:05 a.m. By 6:40 a.m. the *Boston* was unable to fire many of its guns due to the wreckage overlying them. She raised all sail and ran. The *Ambuscade* tried to give chase but its damage prevented this.

Table 3-20. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Boston*	5	38
France	*Ambuscade*	5	28

The *Boston* has many advantages here. Having more guns, it can train more fire on *Ambuscade* than it will take. It starts with a favorable wind position and has a far better crew. The *Ambuscade* has heavier guns, on average, than the *Boston*, and a tougher hull.

The *Boston* is favored to win the battle due to its good position and better crew. It should use range to advantage to exploit its crew superiority and avoid the *Ambuscade*'s heavy guns until the *Ambuscade* takes casualties, loses some heavy guns, or is crippled by sail damage. Patience will win this battle for the *Boston*.

The *Ambuscade*, on the other hand, should close for a decisive engagement and bring its heavy guns to bear quickly on the *Boston*.

Crescent vs. Réunion

Crescent vs. Réunion

Date: October 20, 1793
Time: 6 a.m.

The British frigate *Crescent*, of 36 guns, had information that several French frigates would leave the port of Cherbourg in the evening and return the next morning with any prizes they'd taken during the night. The *Crescent* waited off of Cape Barfleur for one of the frigates to return. At dawn the *Crescent* spotted two ships and gave chase. She caught up with the *Réunion*, a French 38-gun frigate, and a close and spirited action ensued. After two hours and ten minutes of fighting, the *Réunion* struck its colors.

Table 3-21. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Crescent*	5	36
France	*Réunion*	5	42

The *Crescent* has superior gun strength overall and a better crew. The *Réunion* has more guns and a slightly stronger hull, but its crew isn't up to par, which is probably why the historical result occurred.

The *Réunion* begins the scenario with a very slight wind advantage. The *Crescent* should use its crew and stronger guns to batter the *Réunion* at range and weaken the vessel before closing in for the kill. The *Réunion* may be able to use its initial wind advantage to close on the *Crescent* and score some hits, but it must outmaneuver the *Crescent* to maintain any advantage it gains and stay out of the sights of the *Crescent*'s heavy guns.

Agamemnon vs. *French Squadron*

Agamemnon vs. French Squadron

Date: October 22, 1793
Time: 2 a.m.

While cruising off Sardinia, the British 64-gun *Agamemnon*, commanded by Captain Horatio Nelson, saw five ships standing to the west—a French squadron of frigates. One of the frigates, the 40-gun *Melpomène*, went to investigate the lone stranger. When it saw it was a British ship of the line, the *Melpomène* sped away under full sail. After a chase with an occasional exchange of broadsides, the other French ships joined up. None of the French commanders wanted to deal with a ship of the line, however, and they left the British ship unmolested.

Table 3-22. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Agamemnon*	3	66
France	*Melponenè*	5	44
France	*Minerve*	5	42
France	*Fortunee*	5	40
France	*Mignonne*	6	32
France	*Hassard*	7	12

The French actually have more combat power than the single British ship. But the *Agamemnon* is a very tough ship of the line, capable of dealing harsh punishment when engaged directly. The *Agamemnon* is the heaviest and slowest ship in the scenario, with the *Hassard* at the other extreme. The French should attempt to surround the *Agamemnon* to win, and concentrate fire on it from all sides. Such direct engagement causes casualties, but a victory over the *Agamemnon* is possible if it's never allowed to engage any frigates one on one for a serious length of time.

The *Agamemnon* must not allow itself to be surrounded and should punish the French from range, taking advantage of its superior crew and sheer strength.

Uranie vs. Thames
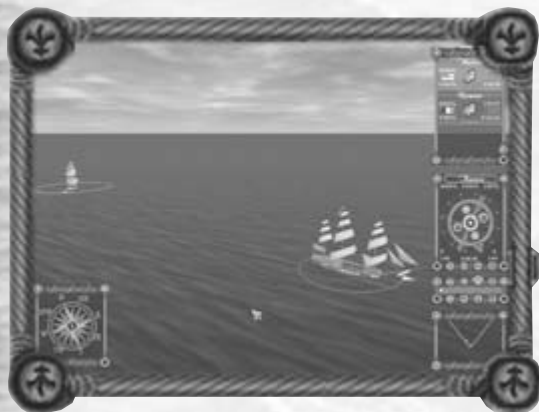
Uranie vs. Thames

Date: October 24, 1793
Time: 10:15 a.m.

The French 36-gun frigate *Uranie* chased the British 32-gun frigate *Thames* for an hour before the latter turned to fight. The engagement lasted some four hours, with the *Uranie* getting the worst of it. The *Uranie* finally broke off and headed south, but the *Thames* was unable to follow because of its damaged condition. Several other French ships captured the *Thames* later.

Table 3-23. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Thames*	5	32
France	*Uranie*	5	44

Although the French have a stronger ship, with more and heavier guns, the British have a far better crew, which explains why the *Thames* managed a draw historically. The *Thames* should keep away from the French and hit the vessel from long range. The *Uranie* should try to get in close and get as many heavy guns on the *Thames* as it can.

The battle will be close and the side that maneuvers best will win.

Arethusa + vs. Engageante +
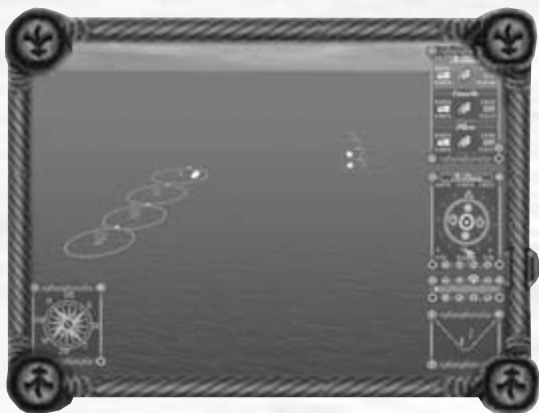
Arethusa + vs. Engageante +

Date: April 23, 1794
Time: 6:30 a.m.

The French began using squadrons of frigates to raid British shipping in the English Channel. The British responded with frigate squadrons of their own. In this example of one such encounter, the British captured all the French frigates except the *Résolue*.

Table 3-24. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Arethusa*	5	38
Britain	*Concorde*	5	36
Britain	*Flora*	5	36
Britain	*Melampus*	5	36
France	*Pomone*	5	40
France	*Engageante*	5	36
France	*Résolue*	5	36
France	*Babet*	6	20

Line-of-battle tactics prove useful as the scenario begins, with the frigates of both sides arranged as ships of the line normally would be. The scenario favors the British, due to their ships' superior strength and crews, and the fact that they have 14 more guns.

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The French have more powerful guns than the British and one ship, the *Babet*, is slightly more mobile.

Look for opportunities as either side to mass forces on the enemy's line, and break or double them when possible. The *Babet* moves at the front of the line. If it survives the initial broadsides, the French commander may be able to use its maneuverability to position the vessel for a good rake.

The British need to press their gun advantage and concentrate fire on individual French ships. A good first target is the *Babet*, the weakest French ship.

Orpheus vs. *Duguai Trouin*

Orpheus vs. Duguai Trouin

Date: May 5, 1794
Time: 11 a.m.

The British 32-gun *Orpheus* was patrolling off Mauritius when it spotted a French ship to the south and gave chase. The French ship was the 34-gun *Duguai Trouin*. After an hour of combat, the French vessel surrendered.
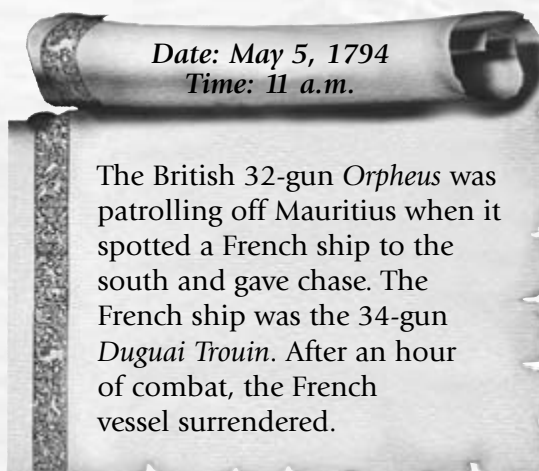
Table 3-25. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Orpheus*	5	36
France	*Duguai Trouin*	6	34

Once again, superior crew quality led to a historical win for the British navy. The French ship with a good crew should have won this battle.

The *Duguai Trouin* is a stronger, faster, more maneuverable ship with heavier guns than the *Orpheus*. Exploit this advantage by closing to decisive range with the British ship.

The *Orpheus* begins the scenario with a wind advantage, conducting a chase action. It should pursue from a distance and make the *Duguai Trouin* shoot from range. The *Orpheus* should close only after inflicting significant damage on the French ship.

Carysfort vs. Castor
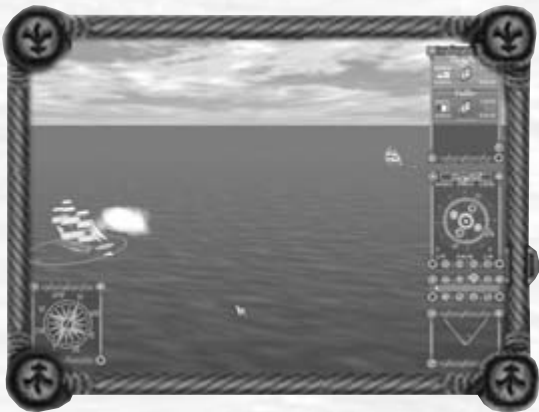
Carysfort vs. **Castor**

Date: May 29, 1794
Time: Noon

The *Carysfort*, a 28-gun British frigate, spotted two sails. One was the French 32-gun frigate *Castor* (late of the British Navy) and the other a Dutch merchant brig, its prize. The *Castor* cut off its prize and engaged the *Carysfort*, but after an hour and 15 minutes it was forced to strike its colors.

Table 3-26. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Carysfort*	6	32
France	*Castor*	5	36

The *Carysfort* has three advantages—a far better crew, a slightly faster ship, and slightly greater maneuverability. The *Castor* is a stronger ship with more and heavier guns and the wind in its favor. Use the British ship's speed and maneuverability to hit the *Castor* from range until it's weakened; then close for the kill.

Playing as the French, engage at close range and use your gun advantage to punish the *Carysfort*. Hit its sails to eliminate the maneuverability advantage, and then start wearing it down while keeping away from its guns.

The Glorious 1st of June

The Glorious 1st of June

Date: June 1, 1794
Time: 9 a.m.

This battle, which was in many ways the last of the 18th-century–type engagements, was the first major fleet action of the French Revolution. The French saw fit to claim a strategic victory, because a crucial U.S. grain convoy of 130 ships made it safely to Brest, which was the purpose for the French fleet's putting out to sea. But this was a tactical victory for the Royal Navy, with six French ship prizes and another sunk.

Table 3-27. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	Queen Charlotte	1	112
Britain	Royal George	1	83
Britain	Royal Sovereign	1	91
Britain	Barfleur	2	93
Britain	Impregnable	3	108
Britain	Queen	2	101
Britain	Glory	2	108
Britain	Caesar	3	88
Britain	Gibralter	3	76
Britain	Alfred	3	66
Britain	Bellerophon	3	80
Britain	Brunswick	3	80

Table 3-27. Force Composition (continued)

Britain	*Culloden*	3	69
Britain	*Defence*	3	72
Britain	*Invincible*	3	80
Britain	*Leviathan*	3	80
Britain	*Majestic*	3	80
Britain	*Marlborough*	3	80
Britain	*Montagu*	3	66
Britain	*Orion*	3	80
Britain	*Ramillies*	3	80
Britain	*Russell*	3	56
Britain	*Thunderer*	3	80
Britain	*Tremendous*	3	80
Britain	*Valiant*	3	74
France	*Montagu*	1	102
France	*Vengeur du Peuple*	1	84
France	*Republicaine*	1	98
France	*Terrible*	1	114
France	*Jacobin*	2	73
France	*Juste*	2	73
France	*Sans Pareil*	2	78
France	*Achille*	3	68
France	*Amerique*	3	78
France	*Convention*	3	78
France	*Entreprenaunt*	3	78
France	*Eole*	3	78
France	*Gasparin*	3	72
France	*Impetueux*	3	78
France	*Lemappes*	3	78
France	*Mucius*	3	78
France	*Neptune*	3	74
France	*Northumberland*	3	59
France	*Patriote*	3	62

Table 3-27. Force Composition (continued)

France	*Polletier*	3	70
France	*Scipion*	3	66
France	*Temeraire*	3	78
France	*Tourville*	3	72
France	*Trajan*	3	78
France	*Trente*	3	72
France	*Tyrannicide*	3	78

The French, on average, have more and stronger ships with better guns than the British, but their crews are inferior. The British have the wind at first, but their fleet requires organization to form a solid battle line. The French can exploit the disarrayed British immediately, and mass on the small groups of British ships or break the entire line to exploit the holes.

To win the day, the British must avoid having their line broken, form their ships into a solid formation so the vessels can support and cover each other, and rely on their crews' superior gun handling.

Centurion + vs. Cybéle +
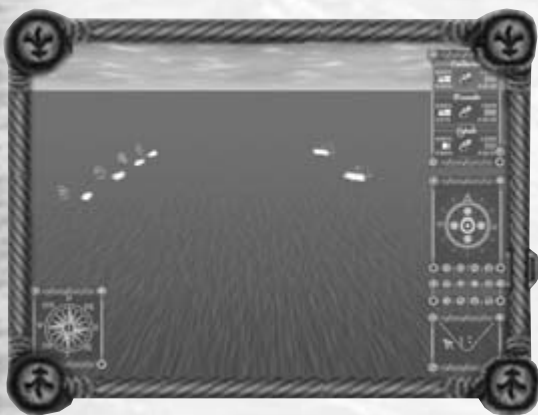
Centurion + vs. Cybéle +

Date: October 22, 1794
Time: 3:30 p.m.

While on patrol, the British 50-gun *Centurion* and 44-gun *Diomede* spotted and gave chase to four ships—the *Cybéle* of 40 guns, the *Prudente* of 36 guns, the *Jean Bart* of 20 guns, and the *Courier* of 14 guns. After two hours, the French made a run for it; they escaped due to the damage they'd inflicted on the British.

Table 3-28. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Centurion*	4	50
Britain	*Diomede*	5	50
France	*Cybéle*	5	40
France	*Prudente*	5	22
France	*Jean Bart*	6	22
France	*Courier*	7	16

The wind provides an initial advantage to the British, although all the French ships are faster and more maneuverable. The British have far better crews and more and better guns.

The French will use maneuverability to their advantage, splitting into groups of two with either of the fifth rates taking a smaller ship with them to go two-on-one against either British ship.

The British will maneuver as best they can to avoid having their line broken and either ship engaged on both sides. With their middle protected and their crew very experienced, they can batter the French from range and score some rigging damage to slow the faster French ships and make them sitting ducks for the powerful British guns.

Blanche vs. Pique

Blanche vs. Pique

Date: January 6, 1795
Time: Midnight

After silencing a fort and capturing a schooner at the island of Desirade, one of the dependencies of Guadeloupe, the British 32-gun frigate *Blanche* stalked the French frigate *Pique*. Finally, around midnight, the two ships engaged. After five hours of furious action, including several grappling attempts, the *Pique* was forced to surrender.

Table 3-29. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Blanche*	5	38
France	*Pique*	5	38

The *Blanche's* only advantage is crew quality. But it is a huge advantage, and it's part of the reason the British achieved victories in situations where they gave up every material advantage.

As the British, stay out of range and try to outmaneuver *Pique*. Close to decisive range only after you've seriously damaged or slowed the French vessel.

As the French, your initial wind advantage may allow you to close the gap and squeeze the British ship for maneuvering room as you batter it with your gun advantage.

Lively vs. Tourtourelle

Lively vs. *Tourtourelle*

Date: March 13, 1795
Time: 7 a.m.

The British 32-gun *Lively* was on patrol southwest of Ushant, France when it spotted three ships and went to investigate. One of them, the 24-gun French ship *Tourtourelle*, turned to do battle. Three hours later, the *Tourtourelle* surrendered.

Table 3-30. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Lively*	5	38
France	*Tourtourelle*	6	30

The British ship *Lively* has nearly every advantage in this scenario. The *Tourtourelle*'s only advantages lie in its speed and maneuverability, and these are slight. If the *Tourtourelle* can get in close and outmaneuver the *Lively*, it can win with patience.

The *Lively* has a far easier contest. It can fire at the *Tourtourelle* effectively from greater range until it's weakened the French ship sufficiently to close for the kill.

Astraea vs. Gloire
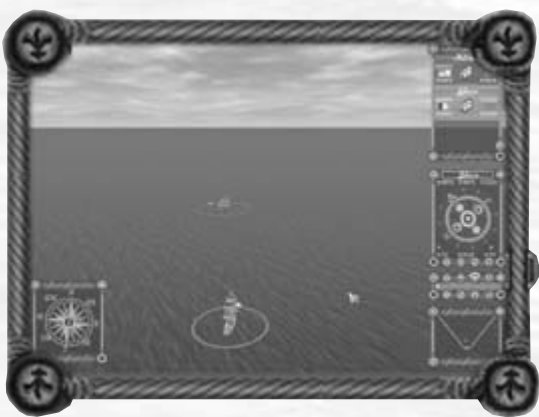
Astraea vs. Gloire

Date: April 10, 1795
Time: 10:30 p.m.

On the morning of April 10, a five-ship British squadron spotted three sets of sails and chose to pursue. The three ships were French, and they split up immediately. Eventually, the British 32-gun *Astraea* caught up with the 36-gun *Gloire*, and after an hour's fight the *Gloire* surrendered.

Table 3-31. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Astraea*	5	32
France	*Gloire*	5	42

The *Gloire*'s only disadvantage lies in its crew quality. It will need to engage the British from close range to improve its chances of damaging the enemy vessel. The British have weaker and fewer guns, but can hit the French ship reliably from longer range until it becomes prudent to engage closer.

Thorn vs. Courier Nationale

Thorn vs. *Courier Nationale*

Date: May 28, 1795
Time: Midday

On May 25 the British 16-gun sloop *Thorn*, on the Windward Island station, fell in with the 18-gun corvette *Courier Nationale*. After a spirited 35-minute action during which it repulsed two boarding attempts, the British ship captured the French corvette.

Table 3-32. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Thorn*	7	16
France	*Courier Nationale*	7	18

The *Thorn* has the wind and crew advantage, but gives up everything else. The British should fight with patience at range and wear down the enemy.

The *Courier Nationale* should close to decisive range as soon as it can to exploit its gun superiority and counteract the effects of its deficient crew.

Lowerstoffe + vs. Minérve +
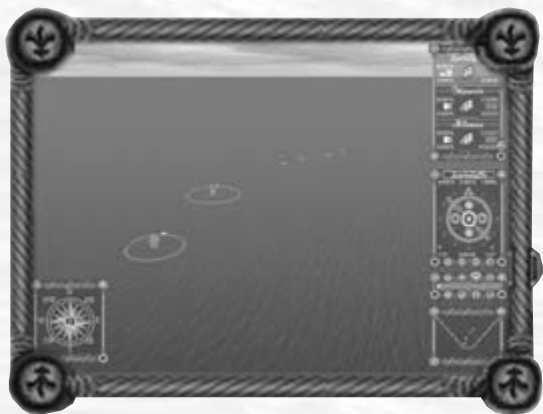
Lowerstoffe + vs. Minérve +

Date: June 24, 1795
Time: 8:45 a.m.

The British frigates *Lowerstoffe* (of 32 guns) and *Dido* (of 28 guns) set sail in search of a French fleet rumored to be near the Balearics Isles in the western Mediterranean. At 4 a.m. on June 24 they found their prey—two frigates, the 40-gun *Minérve* and the 36-gun *Artémise*. After an almost five-hour fight, the *Minérve* struck its colors and *Artémise* turned and ran.

Table 3-33. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Dido*	6	28
Britain	*Lowerstoffe*	5	32
France	*Minérve*	5	42
France	*Artémise*	5	40

The *Minérve* is a very strong ship and a tremendous asset for the French. Used in good combination with the *Artémise*, the two frigates can bring their firepower and gun advantage to bear on the British by maneuvering to mass on one ship at a time.

The British will do the same to bring their slightly more skillful crews into action.

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Stag vs. Alliante

Stag vs. Alliante

Date: August 22, 1795
Time: 4:15 p.m.

A British squadron comprising the 36-gun *Réunion*, the 50-gun *Isis*, the 32-gun *Stag*, and the 28-gun *Vestal* spotted the two 36-gun Dutch frigates *Alliante* and *Argo* and the 12-gun cutter *Vlugheid*. The British gave chase. The *Stag* caught up with the *Alliante* and battle ensued, with the *Alliante* striking its colors after an hour. The other Dutch ships escaped to Kirkhaven.

Table 3-34. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Stag*	5	38
Holland	*Alliante*	5	28

The *Stag* has all the advantages in this scenario. The Dutch ship must execute brilliant tactics to make up for *Stag*'s superiority in ship strength, guns, and crew skill. Both ships are equally maneuverable.

This scenario is useful to balance commanders of differing skill levels, with stronger captains taking the Dutch ship to test their mettle.

Santa Margarita + vs. Tamise +
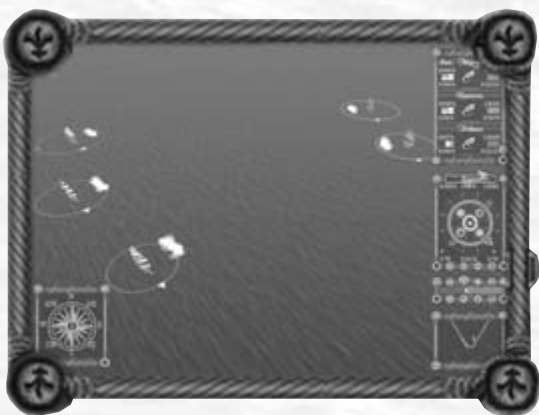
Santa Margarita + vs. Tamise +

**Date: June 8, 1796
Time: 9 a.m.**

Early on the morning of June 8, the British frigates *Santa Margarita* (of 36 guns) and *Unicorn* (of 32 guns) spotted three ships while on patrol east of Sicily. They gave chase and found them to be the French 32-gun *Tamise*, the 36-gun *Tribune* and the 24-gun *Légère*. The battle began at 4 p.m. between the *Santa Margarita* and the *Tamise*, and after a 20-minute fight the *Tamise* struck. The *Unicorn* and the *Tribune* had a 10-hour running fight, with the *Tribune* surrendering. The *Légère* escaped with no damage.

Table 3-35. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Santa Margarita*	5	44
Britain	*Unicorn*	5	38
France	*Tribune*	5	44
France	*Tamise*	5	44
France	*Légère*	6	24

The *Unicorn* is a very powerful ship for the British. Pairing it with the *Santa Margarita* and not allowing the two to separate or be doubled will maximize British crew and firepower superiority.

The French have slight speed and maneuverability advantages, which they should use to mass fire on one ship at a time and keep the British from firing with both ships.

101
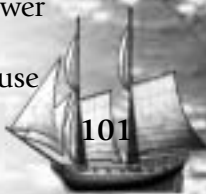
Mermaid vs. Vengeance

Mermaid vs. Vengeance

Date: August 8, 1796
Time: Noon

Off the coast of Guadeloupe, the British frigate *Mermaid* gave chase to the French frigate *Vengeance*. The chase lasted four hours, until the *Vengeance* escaped into Basse-Terre.

Table 3-36. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Mermaid*	5	30
France	*Vengeance*	5	44

The *Vengeance* needn't flee this conflict. It has every advantage and a crew equal in skill to the British ship's. It will take superior tactics by the *Mermaid*'s captain to win; the captain of the *Vengeance* has a far easier contest.

Raison vs. *Vengeance*
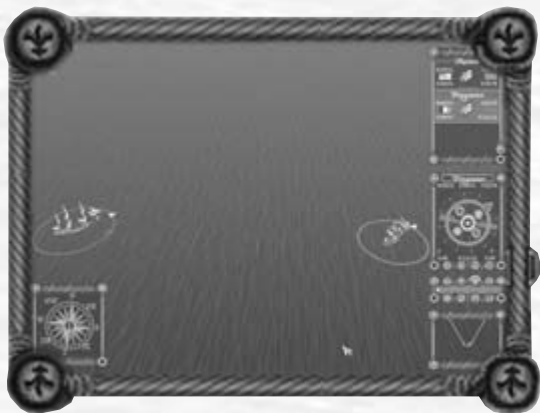
Raison vs. Vengeance

Date: August 25, 1796
Time: 7 p.m.

The British 20-gun *Raison* was patrolling the Atlantic off the coast of North America when it spotted a ship heading for it. The stranger betrayed itself as an enemy by not answering the *Raison*'s signals. Because it was larger then the *Raison*, the British ship turned and fled.

The strange ship was the *Vengeance*, a French ship of 40 guns. A running fight ensued for two hours, ending only when the *Raison* escaped in a fog bank.

Table 3-37. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Raison*	6	30
France	*Vengeance*	5	44

The *Raison* has very little chance of winning this conflict; it's at a disadvantage in all respects. This is a scenario for commanders of vastly differing ability, with the superior commander taking the *Raison*.

Arrogant + vs. Forte +

Arrogant + vs. Forte +

Rear-admiral Sercey and his French squadron of frigates, on patrol off the coast of Ceylon, encountered two British 74s bearing down on them. After a fight of maneuver and a struggle against a shifting wind, the French sailed off, leaving the 74s in their wake.

Table 3-38. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	Victorious	3	74
Britain	Arrogant	3	74
France	Prudente	5	38
France	Forte	5	52
France	Cybéle	5	40
France	Seine	5	42
France	Vertu	5	40
France	Regenraee	5	38

These British ships of the line will be very tough competition, even against six frigates. Their guns do tremendous damage, and their experienced crews hit effectively from longer ranges than the French.

The French squadron has mobility on its side and should exploit this to avoid as much fire as possible, while seeking opportunities to rake the British and concentrate fire on either British ship of the line.

Pelican vs. Medeé

Pelican vs. Medeé

Date: September 23, 1796
Time: 7 a.m.

While on patrol off Désirade Island in the western Mediterranean, the British 18-gun ship *Pelican* found itself downwind from an unidentified ship. It was the French 32-gun *Medeé*, which in turn gave chase to the British ship. It caught up with the *Pelican*, and the ensuing fight lasted nearly two hours. The *Pelican*'s carronades performed well, however, and the *Medeé* finally escaped.

Table 3-39. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Pelican*	8	20
France	*Medeé*	5	36

The skill of the British captain led in part to the historical outcome, but the *Pelican*'s significant superiority in gun strength, speed, and mobility also helped.

As the *Pelican*, stay away from the *Medeé* as you punish it with your far heavier guns until it's crippled. As the *Medeé*, close as quickly as you can, and do the most possible damage to sails and hull. This eliminates the British ship's mobility advantage and allows you to concentrate on dealing damage from close range. The French ship can take far more punishment than the British ship, so deal the damage when you can.

Terpsichore vs. Mahonesa
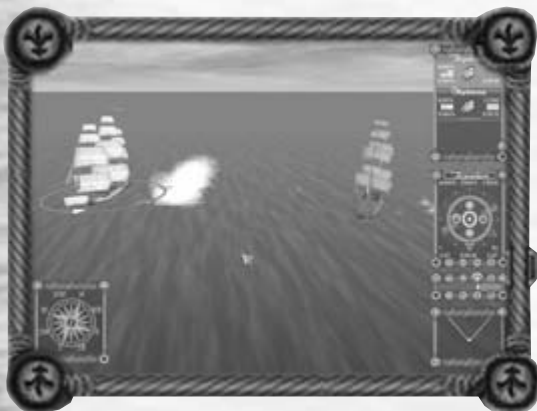
Terpsichore vs. Mahonesa

While cruising off Cartagena, the British 32-gun frigate *Terpsichore* spotted a strange sail heading toward her. It was the Spanish 34-gun frigate *Mahonesa*. The captain of the undermanned *Terpsichore* didn't want to fight such a ship, but he had no choice. After a two-and-a-half-hour engagement, the *Mahonesa* surrendered.

Table 3-40. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	Terpsichore	5	32
Spain	Mahonesa	5	34

The *Terpsichore* has slight advantages in gun strength and crew quality, but it's an even contest. Either side must outmaneuver the other and maximize opportunities to fire from safe positions.

Lapwing vs. Decius and Vaillante

Lapwing vs. Decius and Vaillante

Date: November 28, 1796
Time: 10 a.m.

The French had been raiding the island of Anguilla, and the British frigate *Lapwing* was sent to investigate. When it arrived, it found the French ships *Decius* (of 20 guns) (with more than 300 soldiers aboard) and the *Vaillante* (of 6 guns). The French tried to escape, but in vain. The *Decius* was captured, and the *Vaillante* was destroyed after running aground on a sandbar.

Table 3-41. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Lapwing*	6	34
France	*Decius*	6	22
France	*Vaillante*	8	6

The *Lapwing*'s captain must exploit the ship's advantages in crew quality and number of guns to win this one. The *Vaillante* has powerful guns and a slight speed advantage.

As the British, stay out of range of the *Vaillante* as you work over and cripple the *Decius*. Keep maneuvering so the two ships can't fire on you simultaneously and wait for the other commander to make a mistake. You can hit effectively from greater range than they can, so use this advantage to weaken your two foes.

As the French, have the *Decius* duke it out with the *Lapwing* while the *Vaillante* attacks from another direction to sandwich the British vessel. If possible, get the *Vaillante* in closer, where it can make the most of its powerful cannons, but keep it away from the *Lapwing*'s main guns, which will do massive damage to the *Vaillante* if they hit.

Minérve + vs. *Sabina* +

Minérve + vs. Sabina +

Date: December 19, 1796
Time: 10 p.m.

Two British frigates, the 38-gun *Minérve* (with Commodore Horatio Nelson aboard) and the 32-gun *Blanche* encountered two Spanish frigates. These were the *Sabina* and the *Ceres*, both of 40 guns. The *Minérve* chased and took the *Sabina*, while the *Blanche* captured the *Ceres*.

Table 3-42. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	Blanche	6	34
Britain	Minerva	5	44
Spain	Ceres	5	40
Spain	Sabina	5	40

The British have every advantage in this scenario. The only hope for the Spanish is to avoid one-on-one confrontations with the British and outmaneuver and engage two-on-one when they have the opportunity.

The British will do their best to force one-on-one conflict, or will mass fire on only one ship when they can if the opportunity arises to do so without exposing a single ship to a double attack by the Spanish.

Indefatigable + vs. *Droits de l'Homme*

Indefatigable + vs. Droits de l'Homme

Date: January 13, 1797
Time: 6 p.m.

The British ships *Indefatigable* (of 44 guns) and *Amazon* (of 36 guns) came across a French two-decker and gave chase. This was the 74-gun *Droits de l'Homme*, carrying more than 1,000 soldiers as part of the French invasion of Ireland. Strong winds and a lee shore caused the *Amazon* and *Droits de l'Homme* to run aground and break up. The *Indefatigable*, however, managed to avoid this fate.

Table 3-43. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Indefatigable*	5	44
Britain	*Amazon*	5	44
France	*Droits de l'Homme*	3	78

The British should engage the French ship from both sides in a crossfire to maximize damage.

The French ship, however, is quite capable of defeating the British, in spite of the British ships' advantages. It must avoid being sandwiched and get as close as possible to either of the enemy vessels. Having dealt heavy damage to one British ship from its many powerful cannons, the *Droits de l'Homme* can move on to the other. It takes patience and skillful maneuvering to win as the French.

President vs. Endymion
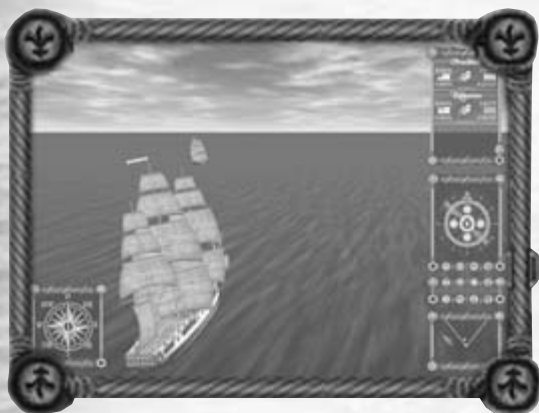
President vs. **Endymion**

With the weather getting worse and the British about to enter the waters near Staten Island, the 44-gun *President* took advantage of the absence of the British due to a sudden snowstorm and tried to escape to better waters. Before it could, however, the British reappeared and gave chase. Only the *Endymion* kept up with the *President*, and soon they engaged in battle. After an hour the *Endymion*'s rigging was badly shot up, and the *President*, itself heavily damaged by several rakes, tried again to make good its escape. Several hours later, however, two more British ships overtook the *President* and forced it to surrender.

Table 3-44. Force Composition

Country	Ship Name	Rating	Number of Guns
U.S.	*President*	5	54
Britain	*Endymion*	5	50

The U.S. ship has more guns and firepower than the *Endymion*, as well as a better crew and a stronger hull. However, the *Endymion* is only slightly disadvantaged by these factors. The side that maneuvers best wins this battle.

Recovery vs. Revanche

Recovery vs. Revanche

Date: April 17, 1797
Time: 1 p.m.

While on cruise in the West Indies, the British 10-gun schooner *Recovery* encountered the French 10-gun schooner *Revanche*. After 45 minutes of close action, the *Revanche* surrendered.

Table 3-45. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Recovery*	9	12
France	*Revanche*	11	16

The *Revanche* has more guns. This match is a good tactical situation for two commanders of equal skill level.

The Battle of Camperdown

The Battle of Camperdown

Date: October 11, 1797
Time: 12:40 p.m.

A Dutch fleet of 16 ships under Admiral Jan Willem de Winter was en route from Texel in the Netherlands carrying 15,000 troops and supplies to the Irish rebels when intercepted. The British Admiral Adam Duncan's fleet of 16 ships had the wind, and soon removed 9 ships-of-the-line from Dutch service.

Table 3-46. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Bedford*	3	74
Britain	*Monarch*	3	74
Britain	*Montagu*	3	74
Britain	*Powerful*	3	74
Britain	*Russell*	3	74
Britain	*Triumph*	3	74
Britain	*Venerable*	3	74
Britain	*Agincourt*	3	64
Britain	*Ardent*	3	64
Britain	*Belliqueux*	3	64
Britain	*Director*	3	64
Britain	*Lancaster*	3	64
Britain	*Monmouth*	3	64

Table 3-46. Force Composition (continued)

Britain	Veteran	3	64
Britain	Adamant	4	50
Britain	Isis	4	50
Britain	Circe	6	28
Britain	Beaulieu	5	40
Holland	Brutus	3	74
Holland	Jupiter	3	74
Holland	Staten Generaal	3	74
Holland	Vrijheid	3	74
Holland	Haarlem	3	68
Holland	Leijden	3	68
Holland	Cerberus	3	68
Holland	Devries	3	64
Holland	Hercules	3	64
Holland	Wassenaar	3	64
Holland	Alkmaar	4	56
Holland	Batavier	4	56
Holland	Beschermer	4	56
Holland	Delft	4	56
Holland	Mars	4	44
Holland	Munniskdam	5	44
Holland	Ambuscade	6	32
Holland	Helden	6	32
Holland	Minerva	6	24
Holland	Waakzaamheid	6	24
Holland	Ajax	7	18
Holland	Atalante	7	18
Holland	Daphne	7	18
Holland	Galatie	7	16
Holland	Guylderland	3	64

Although the British fleet is stronger, it's poorly organized in a battle line at the start of the scenario. The Dutch have some mobility advantages and more ships, which allow them to counter British strengths. The Dutch should detached the frigates in their line and set them to flanking maneuvers and to engage the smaller British vessels. They should get these frigates into raking positions on a big British ship or two safely. If they can't, the Dutch should use their frigates only for fringe actions and, if the situation becomes really dire, as cannon fodder in front of the big ships.

The British should use their strength to advantage and mass on part of the Dutch line, doubling and breaking it if they can isolate a section containing a good amount of Holland's largest ships.

Kingfisher vs. Betsey
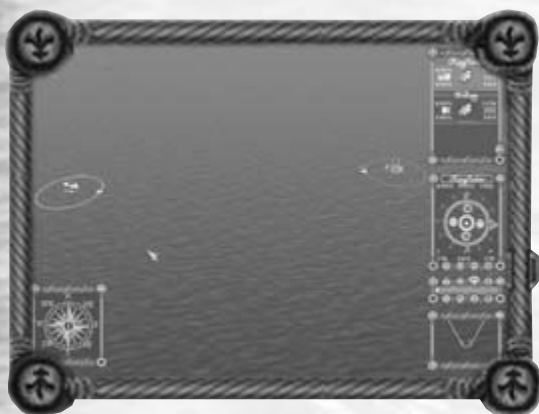
Kingfisher vs. Betsey

**Date: January 8, 1798
Time: 9:30 a.m.**

While on patrol, the British 18-gun *Kingfisher* spotted a ship bearing down on it to windward. This was the French privateer *Betsey* of 16 guns. After a four-hour fight the privateer surrendered.

Table 3-47. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Kingfisher*	8	18
France	*Betsey*	7	16

The British ship has a slight advantage here. With good tactics, the French privateer can overcome any of them. This is a good, nearly even match. Two captains of slightly different skill can find an even contest here if the better captain takes the *Betsey*.

Speedy vs. Papillon

Speedy vs. Papillon

Date: February 3, 1798
Time: 3 p.m.

While cruising east of Vigo, Spain, the British 14-gun *Speedy* found an unidentified ship bearing down on it. This was the French 14-gun *Papillon*. Due to fluctuating winds, an on-again, off-again running fight ensued. Eventually the *Papillon* withdrew.

Table 3-48. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Speedy*	8	14
France	*Papillon*	7	14

Papillon is the stronger ship, but its poor crew hinders it. The British should fight from range until the *Papillon* loses some of its superior guns.

For the French, the *Papillon* should close to improve its firing accuracy.

Marquis of Cobourg vs. Revanche

Marquis of Cobourg vs. Revanche

Date: February 24, 1798
Time: 7 a.m.

After a nine-hour chase, the British 12-gun *Marquis of Cobourg* caught up with the French 16-gun lugger *Revanche*. After two failed attempts at boarding by *Revanche* and a two-hour running fight, the *Revanche* lost its masts and was forced to surrender.

Table 3-49. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Marquis of Cobourg*	10	12
France	*Revanche*	11	16

The *Marquis of Cobourg*'s advantages lie in its superior crew and initial position ahead of the *Revanche*. The British should hit the *Revanche* from range to soften it up before closing.

   The *Revanche*, on the other hand, must outmaneuver the British ship and close soon to overcome its deficient crew. Once engaged at close range, the *Revanche* can use the full power of its extra guns to overwhelm the *Marquis of Cobourg*.

Mars vs. Hercule

Mars vs. Hercule

Date: April 21, 1798
Time: 2 p.m.

The British 74s *Mars* and *Ramillies* and the 36-gun frigate *Jason* were in pursuit of the French 74-gun *Hercule*. After six hours, with the *Ramillies* damaged and the *Jason* unable to keep up, the *Mars* alone remained to chase the French vessel. The *Hercule* anchored and began to fight, forcing the *Mars* to anchor and respond. After an hour's battle, the *Hercule* struck its colors.

Table 3-50. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Mars*	3	100
France	*Hercule*	3	78

With fewer guns and an inferior crew, the *Hercule* has no choice but to engage at close quarters and hope its overall gun superiority will win the day. The British ship will take its time engaging, doing damage from a distance until the time is right to approach for close combat.

Seahorse vs. Sensible
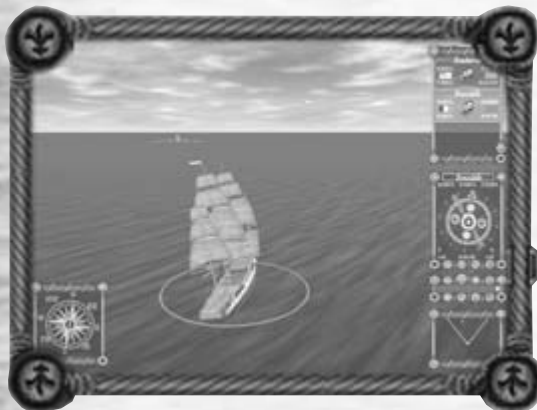
Seahorse vs. Sensible

Date: June 26, 1798
Time: 4 p.m.

While cruising off the coast of Sicily, the British frigate *Seahorse* spotted the French frigate *Sensible* and gave chase. When it caught up with the *Sensible* at 4 a.m. on June 27, the *Seahorse* began close action. Eight minutes later the *Sensible* struck its colors. Among the prisoners taken was General d'Hilliers of the French army and his entire staff.

Table 3-51. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Seahorse*	5	46
France	*Sensible*	5	36

With more and bigger guns and a better crew, the *Seahorse* is favored here. The captain of the *Sensible* must outmaneuver the *Seahorse* and deal more damage than it receives by staying clear of British vessel's main guns and hitting from up close, where it's more or less guaranteed to score damage.

Leander vs. Généreux

Leander vs. Généreux

Date: August 18, 1798
Time: 9 a.m.

At daybreak in a slightly becalmed sea off the west end of Goza de Candia, Crete, the British *Leander* of 50 guns spotted a large sail bearing down on it. It was the French 74-gun ship of the line *Généreux*. The *Leander* tried to run, but the lack of wind and the poor sailing capability of its insufficient crew forced it to turn and fight. Four-and-a-half hours later, with its rigging gone, it hauled down its colors.

Table 3-52. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Leander*	4	52
France	*Genereaux*	3	80

The only thing the *Leander* has going for it (other than a slight speed advantage) is its far superior crew. The ship of the line *Généreux* has it beat in nearly every other respect.

Lay back with the *Leander* and avoid engagement as you shoot from a distance. If you get too close, the *Généreux*'s powerful guns will damage you severely.

The French should close quickly and use their superior gun strength to force *Leander* to strike or be destroyed.

Mermaid vs. Loire

Mermaid vs. Loire

Date: October 17, 1798
Time: 7 a.m.

On October 15, three British ships spotted and gave chase to two French vessels. The French separated and two of the British ships, the 32-gun *Mermaid* and the *Kangaroo* of 18 guns, followed the 40-gun *Loire*. On October 16 the *Kangaroo* was damaged and sailed away, leaving *Mermaid* alone in the chase. At daybreak the next morning the *Loire* turned to fight. With more than 300 soldiers onboard, it attempted several times to board the British vessel, but failed. Both ships became partially dismasted and eventually broke off combat.

Table 3-53. Force Composition

Country	Ship Name	Rating	Number of Guns
France	*Loire*	5	44
Britain	*Mermaid*	5	36

The *Loire* has more and better guns and a better crew than the British ship. With two captains of equal skill, this contest will go to the *Loire*.

The British commander has his hands full trying to outmaneuver the *Loire* without exposing the *Mermaid* and to close to a range where its guns will have a better chance of hitting. The *Loire* can play a waiting game and batter the *Mermaid* from a distance to weaken it before closing.

Fisguard vs. Immortalité

Fisguard vs. Immortalité

Date: October 20, 1798
Time: Noon

The British ship *Fisguard* spotted a sail on the opposite tack and gave chase. The vessel was the French ship *Immortalité* of 36 guns heading for Brest. After a three-hour chase the *Immortalité* turned to fight. In 25 minutes the *Fisguard* lost most of its running rigging and fell astern, and the *Immortalité* continued its attempt for Brest.

The *Fisguard*'s crew made good the rigging in a half-hour repair, however, and gave chase again. After a close engagement lasting an hour-and-a-half, the *Immortalité*, which had lost most of its rigging, hauled down its colors.

Table 3-54. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Fisguard*	5	46
France	*Immortalité*	5	37

The *Fisguard* has a huge advantage in crew quality, and more guns, making it the favorite. The *Immortalité* has better guns but an inferior crew to fire them. The contest will go to *Fisguard* if the British commander uses a conservative strategy and exploits the *Fisguard*'s ability to fire effectively at long range.

The *Immortalité*'s commander can even things up a bit by closing to ranges from which its crew is more likely to hit, but maneuvering is the key here, as is avoiding the *Fisguard*'s main guns as much as possible.

Sirius vs. *Waakzaamheid* and *Furie*
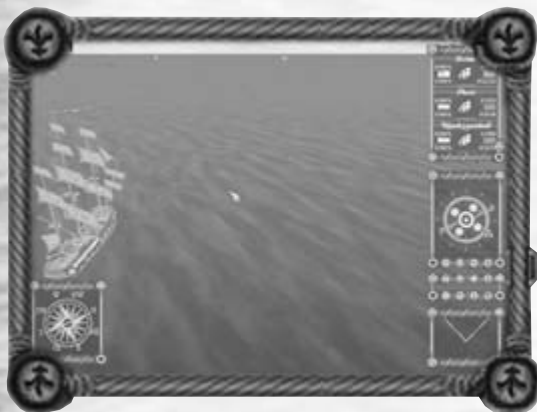
Sirius vs. **Waakzaamheid** and **Furie**

While reconnoitering the port of Texel in the Netherlands, the British frigate *Sirius* spied two sails and gave chase. They were the Dutch ships *Waakzaamheid* of 24 guns and *Furie* of 36 guns. After a quick chase the *Waakzaamheid* surrendered. Five hours later the *Sirius* caught up with and took the *Furie*.

Table 3-55. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Sirius*	5	44
Holland	*Furie*	5	36
Holland	*Waakzaamheid*	6	26

With its better crew, strong ship, and heavier guns, the British *Sirius* is a match for both Dutch vessels. If it engages one of the ships quickly and takes it out while enduring minimal damage from the other, the *Sirius*, with patience and good maneuvering, should be able to win the match.

The Dutch should sandwich the *Sirius* and expose it to attack on both sides. The *Waakzaamheid* also should exploit its advantages in maneuverability and speed to close on the *Sirius* and score damage from its flanks while the *Furie* engages it directly.

Perdrix vs. Armée d'Italie

Perdrix vs. Armée d'Italie

Date: December 11, 1798
Time: 6 a.m.

While patrolling off the coast of St. Thomas in the West Indies, the British ship *Perdrix* of 20 guns spotted and gave chase to the French 18-gun *Armée d'Italie*. After a 16-hour chase and a 45-minute fight, the *Armée d'Italie* surrendered.

Table 3-56. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Perdrix*	6	22
France	*Armee d'Italie*	7	18

The *Perdrix* has more guns, a stronger ship, and a far superior crew. The *Armee d'Italie*'s only advantage is its heavier guns.

The *Perdrix* should keep its distance and get many hits while avoiding close confrontation. The French ship must outmaneuver the *Perdrix* and try to get in close, where its heavier guns are guaranteed to do the most damage.

Ambuscade vs. Baïonnaise

Ambuscade vs. Baïonnaise

Date: December 14, 1798
Time: Noon

While lying off the port of Bordeaux waiting to rendezvous with the *Stag*, the British frigate *Ambuscade* spotted a ship heading toward it. When the ship—the French frigate *Baïonnaise*—was almost in cannon range, it turned and fled. The *Ambuscade* gave chase and, after a two-and-a-half-hour pursuit, the *Baïonnaise* turned and began to fight. When the *Ambuscade* began to tear it apart, the *Baïonnaise* rammed and boarded it. After a brief struggle, the British frigate was captured.

Table 3-57. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Ambuscade*	5	40
France	*Baïonnaise*	6	34

With more and better guns and a superior crew, the *Ambuscade* has most of the advantage. The *Baïonnaise* has more men than the British frigate, however, and this may make the difference in an extended engagement.

Wolverine vs. Rusé and Furet

Wolverine vs. Rusé and Furet

Date: January 4, 1799
Time: 8 a.m.

While cruising off Boulogne, the British ship *Wolverine* spotted two French ships closing on it. They were the *Rusé* (of 8 guns) and *Furet* (of 14 guns), both French privateers. After several boarding attempts, they finally set the *Wolverine* afire. The French made off without the *Wolverine* as their prize.

Table 3-58. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Wolverine*	8	18
France	*Rusé*	9	8
France	*Furet*	9	14

The *Wolverine* has a massive advantage in gun strength and crew quality. It should avoid engaging either ship closely to punish them both severely from a distance and win the day.

The two French ships must surround the British vessel and fight from close quarters, exposing themselves as little as possible to *Wolverine*'s main guns.

Daedalus vs. Prudente
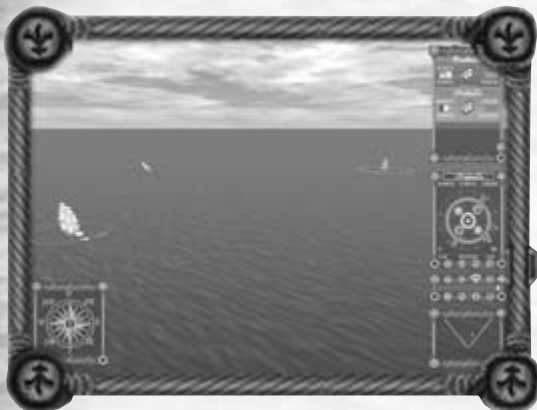
Daedalus vs. Prudente

Date: February 9, 1799
Time: Noon

At daybreak, the *Daedalus*, a British frigate of 32 guns, spotted two sets of sails heading its way. They turned out to be the French frigate *Prudente* and its prize, an American ship coming from China. Upon spotting the *Daedalus*, the *Prudente* separated from its prize and turned to flee. After a two-hour chase, the *Prudente* turned back to fight, but an hour-and-a-half later it was forced to strike its colors.

Table 3-59. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Daedalus*	5	38
France	*Prudente*	5	46

Daedalus's only advantage is its better crew. It's outmatched in every other respect. As the British, fight from a distance as long as you can and try to wear down and severely damage the *Prudente* before closing.

The French should get in close to neutralize the British crew advantage, and use the *Prudente*'s superior guns to hit *Daedalus* hard.

Espoir vs. Africa

Espoir vs. Africa

Date: February 22, 1799
Time: Noon

The British ship *Espoir* spotted two ships and, while giving chase, quickly discovered them to be Spanish. After an exchange of broadsides one Spanish ship turned and fled, leaving the *Espoir* facing only the 14-gun *Africa*. The two ships fought for 90 minutes, and the *Africa* surrendered after being boarded.

Table 3-60. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Espoir*	8	14
Spain	*Africa*	13	18

The *Espoir* outmatches the *Africa*. While playing as the Spanish, you need extremely good tactics to overcome the Africa's crew and firepower disadvantages. For a fair multiplayer contest, the better of two opponents should take command of *Africa*.

Sybille vs. Forte

Sybille vs. Forte

Date: February 28, 1799
Time: 1 a.m.

The British frigate *Sybille* was ordered to find the French frigate *Forte* and put an end to its harassment of British shipping in the Indian Ocean. The *Sybille* found the French vessel late on February 28, as it was taking several prizes, and engaged it at about 1 o'clock on the morning of March 1. After two hours of night fighting, the *Forte* was taken.

Table 3-61. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Sybille*	5	48
France	*Forte*	5	52

The French frigate has a slight advantage in guns and strength. The commander with the best tactics and a bit of luck will win this one.

Telegraph vs. Hirondelle

Telegraph vs. Hirondelle

Date: March 18, 1799
Time: 7:30 a.m.

The British armed brig *Telegraph* (of 16 guns) was cruising off the Isle of Bas when it spotted the French privateer *Hirondelle* (of 16 guns). The two closed on each other. After several failed boarding attempts by both sides, and 3-and-one-half hours of fighting, the *Hirondelle* struck its colors.

Table 3-62. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Telegraph*	9	16
France	*Hirondelle*	8	16

The *Telegraph* has a huge advantage in firepower and crew quality.

When playing as the French, outmaneuver the *Telegraph* and patiently wait for moments to strike. Don't get hit too much by the *Telegraph*'s guns, and *never* get into a slugfest: You're not packing enough punch to win.

As the *Telegraph*, make every effort to engage the enemy vessel and punish it with your superior guns. Your crew allows you to work the *Hirondelle* from a good range, but you'll finish it faster if you can close and land some blows.

Amelia + vs. *Vengenance* +
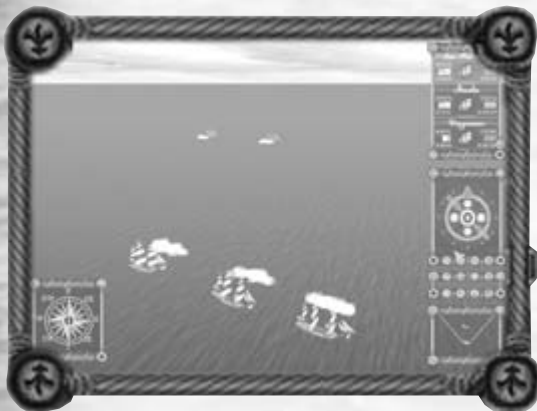
Amelia + vs.
Vengenance +

Date: April 9, 1799
Time: 8 a.m.

The British frigates *Amelia* (of 38 guns) and *San Fiorenzo* (of 36 guns) encountered three French frigates at anchor in the port of Lorient. A squall damaged the *Amelia* and the French—the *Vengenance* (of 38 guns), *Sémillante* (of 32 guns), and *Cornélie* (of 36 guns)— made a run for it.

Table 3-63. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*San Fiorenzo*	5	36
Britain	*Amelia*	5	38
France	*Vengenance*	5	38
France	*Cornélie*	5	36
France	*Sémillante*	5	32

The British have their usual crew advantage over the French frigates. Both sides should stay together and maneuver for position. The French should concentrate fire on the British, while the British vessels should stay together for mutual support while never exposing either side to multiple attack.

Fortune vs. Salamine

Date: May 8, 1799
Time: 3 a.m.

While cruising off the Syrian coast about four miles west of Jaffa, the British ship *Fortune* (of 10 guns) came across a French squadron and followed it. The next day, while the *Fortune* was far behind the French ships, a ship flying a British ensign came up. When it was alongside, it fired a broadside as it lowered the British flag and raised a French one. This was the 16-gun *Salamine*, and a running fight ensued. When the *Fortune* saw the French squadron turning about, it surrendered.

Fortune vs. **Salamine**

Table 3-64. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Fortune*	8	14
France	*Salamine*	7	16

One on one, the *Salamine* is slightly stronger than the *Fortune*, with more and better guns and a stronger hull. Its crew is inferior, so get close to *Fortune* and outmaneuver it while exploiting the *Salamine*'s gun superiority whenever possible.

The *Fortune* should engage the *Salamine* from range as long as possible to soften it up and neutralize its gun strength advantage.

Clyde vs. Vestale

Clyde vs. Vestale

Date: August 20, 1799
Time: 1:30 p.m.

While reconnoitering the port of Rochefort, the British frigate *Clyde* spotted two sails and gave chase. They were the French frigate *Vestale* and corvette *Sagesse*. As the *Clyde* closed, the French split up and the Sagesse fled. A fight began between the *Clyde* and the *Vestale*. After almost two hours of combat, the French frigate struck its colors.

Table 3-65. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Clyde*	5	46
France	*Vestale*	5	38

The British ship has nearly every advantage in this scenario. The *Vestale* must close the gap and maneuver to fight from safe positions close to the *Clyde*, where it has a better chance of hitting the British frigate.

Trincomalee vs. Iphigénie

Trincomalee vs. *Iphigénie*

Date: October 12, 1799
Time: 10 p.m.

The British 16-gun ship *Trincomalee* spotted the French 22-gun privateer *Iphigénie* and gave chase. It caught up with the privateer, and after a two-hour exchange of broadsides the *Trincomalee* blew up, so damaging the *Iphigénie* that it, too, sank.

Table 3-66. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Trincomalee*	7	20
France	*Iphigénie*	6	26

The *Iphigénie* has almost every advantage, including more and better guns and a stronger ship. The *Trincomalee* almost makes up for these shortcomings with a far better crew—but not quite. As the British, use your crew advantage to keep *Trincomalee* at some distance from the French privateer until it's weak enough to approach at close quarters.

The French commander should attempt to close and blast away with heavy guns to do as much damage in the shortest possible time. Time and range will only help the British.

Fairy and Harpy vs. Pallas

Fairy and Harpy vs. Pallas

Date: February 5, 1800
Time: 9 p.m.

The British ships *Fairy* (of 14 guns) and *Harpy* (of 18 guns) spotted a ship to the north of Cape Frehel and gave chase. The object of their pursuit was the French 36-gun *Pallas*, which turned to fight when it saw that the British ships weren't frigates. After a fight of 1 3/4 hours, the British ships turned and fled upon spotting an unidentified ship approaching from the south.

Table 3-67. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Fairy*	7	22
Britain	*Harpy*	8	18
France	*Pallas*	5	42

The scenario starts with the two British ships chasing the *Pallas*. The French vessel has more guns than the other two and a much stronger hull. Its crew leaves something to be desired, however. The *Harpy* has some serious combat power and can use it from long range. Both British ships are more maneuverable and faster than the *Pallas*.

The French should avoid coming under fire from both enemy ships at once and be patient. Try to take out the *Harpy* first; it's the greater threat. The *Pallas* should close whenever it can do so safely. It's very strong and can take a beating.

The British ships should concentrate fire as much as they can by splitting up and getting *Pallas* in a crossfire from long range. When the *Pallas* is badly damaged, both English ships should close for the kill.
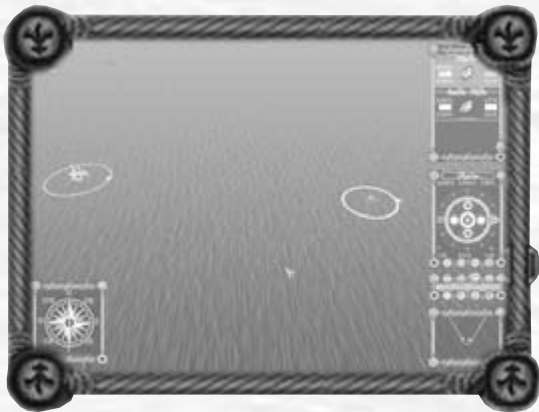
Rover vs. Santa Rita

Rover vs. Santa Rita

Date: September 10, 1800
Time: 11:45 a.m.

The British 14-gun privateer *Rover* found the Spanish schooner *Santa Rita* becalmed off Cape Blance, in the Caribbean and immediately gave chase. Both ships soon slowed to a near halt due to the low wind. Finally, with some wind blowing, the *Rover* boarded and took the *Santa Rita* with no casualties after a fight lasting an hour-and-a-half.

Table 3-68. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Rover*	7	16
Spain	*Santa Rita*	10	12

The situation is very difficult for the *Santa Rita*, which is outgunned and outcrewed. This is another good scenario for a really good commander against a novice, with the better player taking the *Santa Rita*. The Spanish vessel must avoid *Rover*'s guns while closing to ensure it does damage when its crew fires its guns.

Gipsy vs. Quid Pro Quo

Gipsy vs. *Quid Pro Quo*

Date: October 8, 1800
Time: 8 p.m.

The British 10-gun schooner *Gipsy* spotted the French sloop *Quid Pro Quo* just north of Guadeloupe and gave chase. The *Quid Pro Quo* had eight guns and 80 Guadeloupian light infantry. The *Gipsy* stayed beyond musket range and, after a 90-minute fight, forced the *Quid Pro Quo* to strike its colors.

Table 3-69. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Gipsy*	9	10
France	*Quid Pro Quo*	7	8

The *Gipsy*'s crew makes it possible for it to fight successfully from longer range. It should do this, closing only when *Quid Pro Quo* is in dire straits.

The *Quid Pro Quo* should close as quickly as it can to make up for its lack of crew experience and hit the *Gipsy* hard with its heavier firepower.
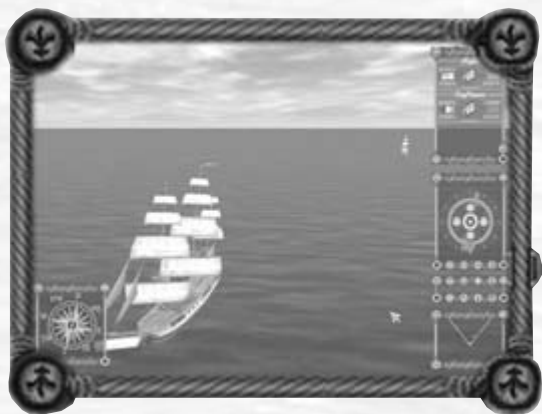
Kent vs. Confiance

Kent vs. Confiance

Date: October 9, 1800
Time: 6 p.m.

The French 26-gun privateer *Confiance* jumped the British 26-gun ship *Kent*, which carried 40 passengers. After almost two hours of heavy fighting, the *Kent* struck its colors when the privateer boarded it.

Table 3-70. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Kent*	5	26
France	*Confiance*	6	26

The *Kent* is the stronger ship, with a better crew and better firepower. The *Confiance* can use its speed and mobility advantage effectively to close to decisive range and combat from positions of relative safety. The *Kent* should avoid close combat and punish the *Confiance* from a distance until it's vulnerable.

Concorde vs. Bravoure

Concorde vs. Bravoure

Date: January 27, 1801
Time: 9 p.m.

While on patrol, the British frigate *Concorde* spotted several sails in the distance. It soon approached a squadron of seven French ships. Two of them, the frigates *Bravoure* and *Creole*, gave chase. After an hour the *Creole* turned back, but the *Bravoure* persevered. Seeing that only one ship followed, *Concorde* turn to fight. After 30 minutes, the *Bravoure* turned and retreated to the safety of the French squadron.

Table 3-71. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Concorde*	5	42
France	*Bravoure*	5	42

The *Concorde* has advantages in firepower and crew quality, but only slight ones. The *Bravoure* must close the distance and outmaneuver the *Concorde*. The British vessel fights well from range and should avoid closing until it's weakened the *Bravoure* severely.

Phoebe vs. Africainne

Phoebe vs. Africainne

Date: February 19, 1801
Time: 7:30 p.m.

The British 36-gun ship *Phoebe* sighted and chased the French 40-gun ship *Africainne*, which was en route to Egypt with 400 soldiers. After a two-hour fight, the *Africainne* struck its colors.

Table 3-72. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Phoebe*	5	44
France	*Africainne*	5	38

The *Phoebe* has more and better firepower than the *Africainne* and the crew to use it effectively at longer ranges. The British ship should bombard the *Africainne* from long range to inflict as much damage as possible before closing to decisive range.

The *Africainne* must close the distance rapidly to make up for its lack of crew experience, and outmaneuver the *Phoebe* to ensure it doesn't take too much damage before inflicting damage of its own.

Victor vs. Fléche

Victor vs. Fléche

Date: September 2, 1801
Time: 5:30 p.m.

The British 18-gun ship *Victor* came upon the French 18-gun ship *Fléche* off the coast of the Seychelles Islands, north of Madagascar. After an exchange of several broadsides, the *Fléche* ran, with the *Victor* in hot pursuit. Four days later the *Victor* overtook the *Fléche* and sank it.

Table 3-73. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Victor*	7	18
France	*Fléche*	7	20

The *Fléche* has slight disadvantages in crew and speed. Both ships have a comparable array of guns. The *Fléche* is better off fighting at closer ranges, due to its poor crew, but both ships must maneuver a lot and avoid taking too many hits at close range.

Elephant + vs. Duguay Trouin +
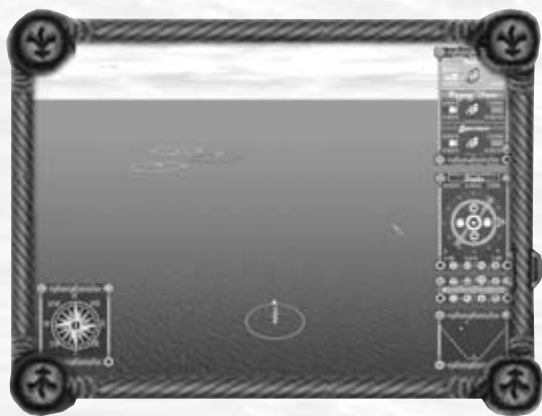
Elephant + vs. Duguay Trouin +

Date: July 25, 1803
Time: 9:30 a.m.

The French ships *Duguay Trouin*, *Duquesne*, and *Guerrière*, blockaded off Cape Francois, Haiti, decided to make a run for home after a squall forced the blockading British squadron out to sea. Once at sea, they were spotted by the British, so the French vessels split up. The British 74-gun *Elephant*, with its 18-gun escort *Snake*, caught up with *Duguay Trouin* and they began a long-range duel. With the arrival of the *Guerrière*, the *Elephant* and *Snake* abandoned the fight, leaving the French ships free to make their way home.

Table 3-74. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Elephant*	3	74
Britain	*Snake*	8	18
France	*Duguay Trouin*	3	74
France	*Guerrière*	5	40

The *Duguay Trouin*'s survival depends on it linking up with its support partner and avoiding British concentration when it's alone. As the French, get the *Guerrière* in position to form a battle line with the larger ship of the line.

The British should do damage to the *Duguay Trouin* and prevent it getting into formation with the *Guerrière*. After the two British ships have maneuvered into supportive positions, they must continue to concentrate fire on the larger ship while avoiding the main guns of both French ships.

Indefatigable + vs. Medea +
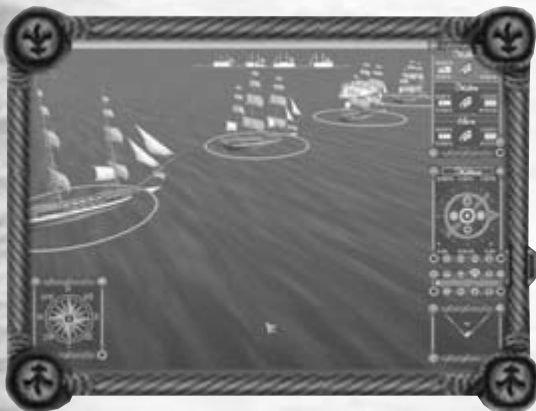
Indefatigable + vs. Medea +

Date: October 5, 1804
Time: 9 a.m.

A British squadron of four frigates was sent to intercept the Spanish Treasure Fleet in the hope of forcing Spain's neutrality. They found it off Cape St. Vincent, under escort by four Spanish frigates, and demanded to escort it themselves to a British port. The Spanish refused to comply and began to fight, but to no avail. The *Mercedes* blew up, and the other three frigates were captured. As a result, the Spanish crown declared war on Britain.

Table 3-75. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	Indefatigable	5	44
Britain	Lively	5	38
Britain	Amphion	5	32
Britain	Medusa	5	32
Spain	Medea	5	40
Spain	Clara	5	34
Spain	Fama	5	34
Spain	Mercedes	5	34

Chapter 3: Discussion of Historical Scenarios in "Age of Sail II"

The British have a huge advantage in crew quality and a few more guns than the Spanish. Both sides should maintain lines until two or more ships on either side are crippled and out of action.

The Spanish must use superior tactics and get the wind gauge into position to mass all four ships on one British ship and concentrate fire. If the odds drop to four on three in favor of the Spanish, and they're not seriously damaged in the process, they can achieve victory.

The British should concentrate fire, as well (if possible), as each ship the Spanish lose is a severe blow and makes it exponentially harder for them to win.
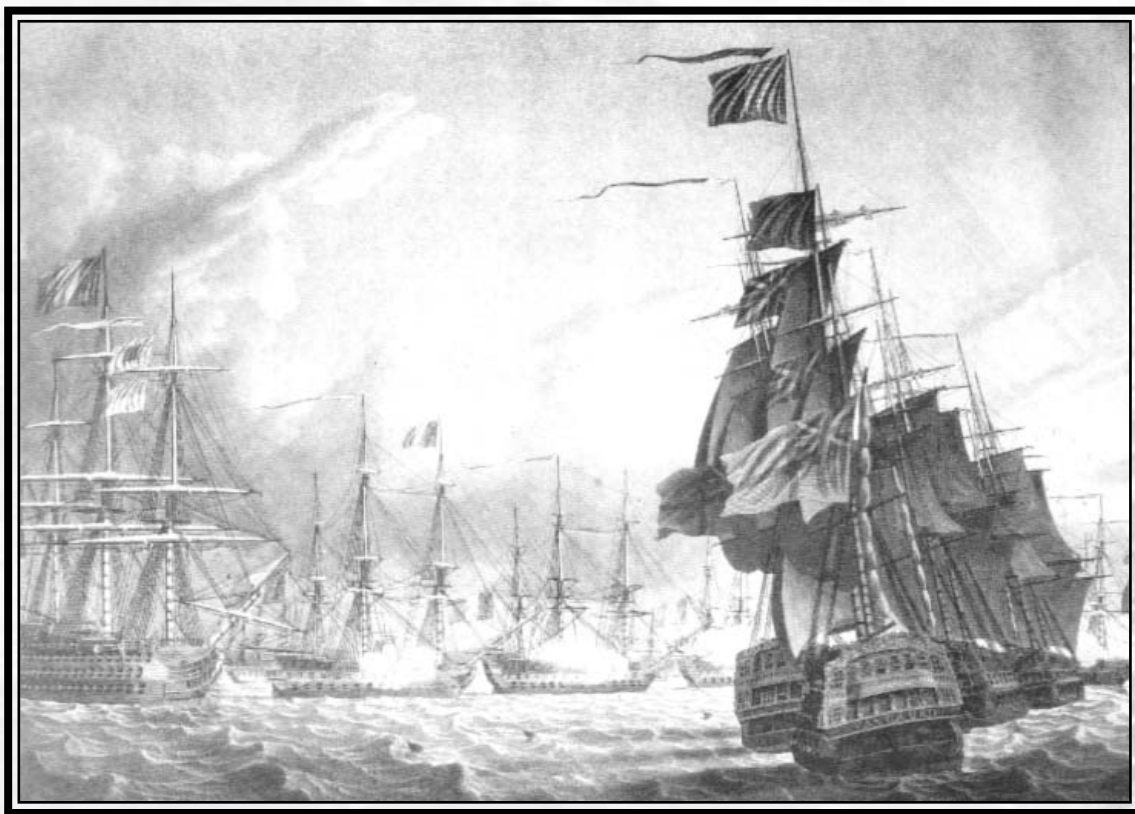
The Battle of Trafalgar

The Battle of Trafalgar

Napoleon planned to have the French fleet in Toulon and Brest, along with the Spanish fleet in Cartagena and Cadiz, break out of their blockaded ports and sail to the West Indies. There they were to unite and return to the English Channel to clear the way for his army to invade England.

Nelson's British fleet chased the French but lost them in the West Indies. Nelson brought his fleet back to Europe and discovered that the combined Franco-Spanish fleet had returned to Cadiz. There he positioned himself and waited for them to make their escape.

Napoleon had canceled his invasion plans, and ordered his ships to make for the Mediterranean. Nelson moved to strike after they'd set sail. The Franco-Spanish fleet reversed course when they spotted the British, but instead of following suit, Nelson sent his ships into their line in two columns—a completely unorthodox tactic at the time. His columns cut the enemy fleet into thirds, and then defeated them in detail.

This battle, which established Britain's naval supremacy for the next 100 years, became one of history's most famous naval engagements.

Table 3-76. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Britannia*	1	100
Britain	*Royal Sovereign*	1	100
Britain	*Victory*	1	100
Britain	*Dreadnaught*	2	98
Britain	*Neptune*	2	98
Britain	*Temeraire*	2	98
Britain	*Prince*	2	90
Britain	*Achille*	3	74
Britain	*Ajax*	3	74
Britain	*Belleisle*	3	74
Britain	*Bellerophon*	3	74
Britain	*Colossus*	3	74
Britain	*Conqueror*	3	74
Britain	*Defence*	3	74
Britain	*Defiance*	3	74
Britain	*Leviathan*	3	74
Britain	*Mars*	3	74
Britain	*Minotaur*	3	74
Britain	*Orion*	3	74
Britain	*Revenge*	3	74
Britain	*Spartiate*	3	74
Britain	*Swiftsure*	3	74
Britain	*Thunderer*	3	74
Britain	*Africa*	3	64
Britain	*Agamemnon*	3	64
Britain	*Polyphemus*	3	64
Britain	*Euryalus*	5	36
Britain	*Tonnant*	2	80
France	*Bucentaure*	2	80
France	*Formidable*	2	80
France	*Indomptable*	2	80

Table 3-76. Force Composition (continued)

Spain	*Neptune*	2	80
France	*Algeciras*	3	80
France	*Achille*	3	74
France	*Aigle*	3	74
France	*Berwick*	3	74
France	*Duguay Trouin*	3	74
France	*Fougueux*	3	74
France	*Heros*	3	74
France	*Intrepide*	3	74
France	*Mont Blanc*	3	74
France	*Pluton*	3	74
France	*Redoutable*	3	74
France	*Scipion*	3	74
France	*Swiftsure*	3	74
Spain	*Argonauta*	3	74
Spain	*Santissima Trinidad*	1	136
Spain	*Principe de Asturios*	1	112
Spain	*Santa Ana*	1	112
Spain	*Rayo*	1	100
Spain	*Neptuno*	2	80
Spain	*San Augustine*	2	80
Spain	*Bahama*	3	74
Spain	*Momarca*	3	74
Spain	*Montanez*	3	74
Spain	*San Francisco d'Asis*	3	74
Spain	*San Ildefonso*	3	74
Spain	*San Juan Nepomuceno*	3	74
Spain	*San Justo*	3	74
Spain	*San Leandro*	3	64

This scenario is very difficult. The British are outnumbered by five ships, which is why Nelson chose to break the Franco-Spanish line into sections and mass on each. The Franco-Spanish line is in decent position to form at the start of the scenario and they're battering the British.

The main drawback for the Franco-Spanish is their very poor crews. They have more and better ships, but the crew difference puts the battle slightly in favor of the British.

Nelson's tactics work quite well. The Franco-Spanish should try to prevent any penetration of their line but be prepared to take losses while holding from flanking rakes on the van and rear.
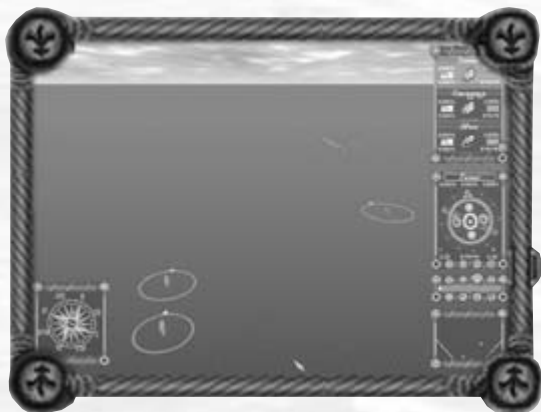
Dumanoir's Dilemma

Date: November 3, 1805
Time: 3 p.m.

Dumanoir's Dilemma

During the Battle of Trafalgar, Rear-admiral Dumanoir le Pelley commanded the vanguard of the Franco-Spanish fleet. When the British attacked, he resolved not to turn and fight but to run. After the battle, Dumanoir decided to get to a safe port in the Bay of Biscay. The British found him near Cape Finisterre and gave chase. At that point, the French were an even match for them and should have attacked. Instead, they continued to run and eventually encountered more British ships. All French vessels were captured early the next day.

Table 3-77. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Caesar*	3	80
Britain	*Courageux*	3	74
Britain	*Hero*	3	74
Britain	*Phoenix*	5	44
Britain	*Santa Margarita*	5	38
Britain	*Aeolus*	5	32
France	*Formidable*	2	80
France	*Duguay Trouin*	3	74
France	*Mont Blanc*	3	74
France	*Scipion*	3	74

The French have four ships of the line in this conflict, versus the British squadron's three. The British are better trained and have two additional frigates and more guns than the French.

You don't have the option of making Dumanoir's mistake here. As the French, form a line and advance on the British fleet before it can do the same. Watch out for the two frigates the British probably will detach from the line and use for flanking maneuvers in an effort to score some rakes.

Constellation vs. Insurgente

Constellation vs. Insurgente

Date: February 9, 1799
Time: 3:15 p.m.

First-Round Knockout by the "Yankee Racehorse"

The newly established United States Navy deployed to the Caribbean during an undeclared war with France. In the war's first battle, fought near the island of Nevis, the U.S. frigate *Constellation* met the French frigate *Insurgente*. Both vessels were nominally rated at 36 guns (many sources rate the *Constellation* at 38), and both were considered among the fastest frigates in their respective navies. After a short action, *Insurgente* was forced to strike its colors.

Table 3-78. Force Composition

Country	Ship Name	Rating	Number of Guns
U.S.	*Constellation*	5	38
France	*Insurgente*	5	30

The *Constellation* has eight more guns than the *Insurgente*, giving it a slight advantage. This is a good frigate battle and nearly an even match for the two opponents. Maneuverability will be the key to victory. The side that gets the wind gauge and maintains favorable position longest will triumph.

Constellation vs. Vengeance

Constellation vs. Vengeance

Date: February 2, 1800
Time: 8 p.m.

The Second Battle of the "Yankee Racehorse"

Just a little less than a year after winning the first battle of the undeclared war with France, the U.S. frigate *Constellation* (of 36 guns) went into action again, this time against the 40-gun French frigate *Vengeance*. After a long stern chase, *Vengeance* reduced its sails and the battle began. It was a long and stiff fight, and both ships were heavily damaged and the action ended. Some hours later, the uncontrollable *Vengeance* ran aground and was lost.

Table 3-79. Force Composition

Country	Ship Name	Rating	Number of Guns
U.S.	*Constellation*	5	32
France	*Vengeance*	5	42

The *Constellation* gives up 10 guns in this fight but has a slightly better crew. Again, superior maneuvering will win for either side, but the *Vengeance* will find it slightly easier if it gets just a few shots more than the American vessel. Can you rewrite history as the French?
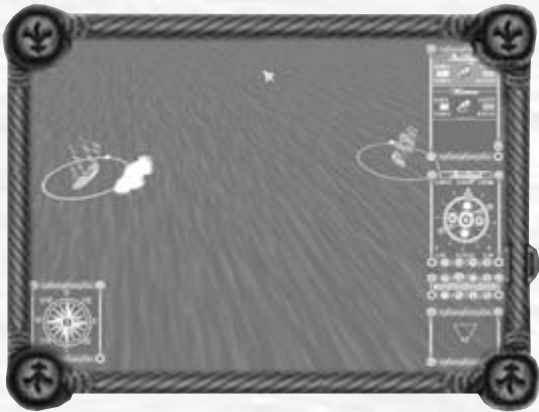
Amethyst vs. *Niemen*

Amethyst vs. Niemen

Date: April 6, 1809
Time: 1 a.m.

While on patrol, the British frigates *Amethyst* and *Emerald* spotted a ship heading westward. It was the French frigate *Niemen*, which turned away with the British in pursuit. When night fell, the British frigates lost the French vessel, so they split up to search for it. Around midnight, the *Amethyst* found the *Niemen*. By 1 a.m. both ships were exchanging broadsides, and by 3:30 a.m. the *Niemen* was forced to strike its colors.

Table 3-80. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Amethyst*	5	46
France	*Niemen*	5	38

The *Niemen* has the advantage in sheer firepower, but its crew is inferior to the *Amethyst*'s. Close to decisive ranges with *Niemen* as soon as you can to negate the crew difference, but steer clear of *Amethyst*'s many guns.

If you play as Britain, harass the *Niemen* from a decent range for a while to soften it up before closing for the kill.

Bonne-Citoyenne vs. Furieuse

Bonne-Citoyenne vs. Furieuse

Date: July 6, 1809
Time: 9:20 a.m.

The British ship-sloop *Bonne-Citoyenne* (of 18 guns) descried two sails on its way to Halifax. One sail was the French frigate *Furieuse* of 20 guns, about to take an English merchant ship as a prize. The *Bonne-Citoyenne* gave chase and, after a six-hour exchange of broadsides, the *Furieuse* struck its colors.

Table 3-81. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Bonne-Citoyenne*	6	20
France	*Furieuse*	5	20

The *Furieuse* is a bigger, stronger ship with more sheer firepower, but its poor crew quality hampers it. Standing toe to toe with the British ship-sloop, it can win by surviving longer.

The *Bonne-Citoyenne* shouldn't engage directly at first, instead maneuvering and firing from long range, where it has the advantage.

Rainbow vs. Néréide

The British 22-gun *Rainbow* spotted the French 40-gun frigate *Néréide* off the coast of Cuba and gave chase. The *Néréide* immediately turned away and tried to outrun its pursuer. A two-day chase began, during which the British ship *Avon* joined in, far behind the others. Finally tiring of the chase, the *Néréide* turned on the *Rainbow* and set about destroying its rigging until it could no longer pursue. Around this time the *Avon* came up—and immediately suffered the same fate. Fearful more British ships would appear, the *Néréide* set all sail and bore away.

Rainbow vs. Néréide

Table 3-82. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Rainbow*	6	28
Britain	*Avon*	8	18
France	*Néréide*	5	42

It will be some time before the *Avon* catches up and joins the fight. The *Néréide* is far stronger and packs more punch than either British ship, but it has a slightly inferior crew. Engage the *Rainbow* quickly from close range and slug out the fight. More often than not, you'll win the slugfest and still be in great shape to handle the *Avon* (when it arrives).
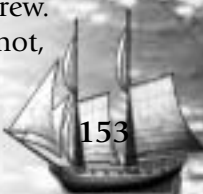
Briseis vs. *Sans-Souci*
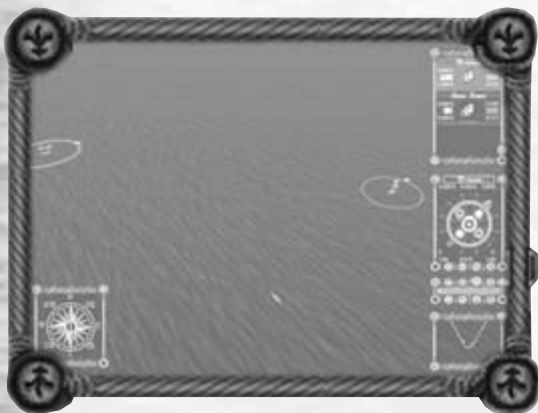
Briseis* vs. *Sans-Souci

Date: October 14, 1810
Time: 8 p.m.

While cruising about 80 miles southwest of Horn Reef in the North Sea, the British ship *Briseis* (of 10 guns) spotted the sail of a French schooner. This was the 14-gun *Sans-Souci* of Amsterdam, which immediately turned and fled. After an eight-hour chase, the *Briseis* finally brought the *Sans-Souci* to battle. After an hour of maneuvers and broadside exchanges, the *Sans-Souci* struck its colors.

Table 3-83. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Briseis*	8	10
France	*Sans-Souci*	9	14

Less firepower, a smaller ship, and a slightly inferior crew disadvantage the *Sans-Souci* here. French tactics will be close-combat, emphasizing maneuverability and staying out of sight of the *Briseis*'s main guns.

The *Briseis* will avoid close engagement as long as it can and patiently batter the French schooner from range until it's badly damaged.

Action Off Madagascar

Action Off Madagascar

Date: May 20, 1811
Time: 4 p.m.

After arriving too late to save the Isle of France in the Indian Ocean, the French frigate squadron comprising the *Clorinde*, the *Renommée*, and the *Néréide* (all of 40 guns) set sail for Madagascar, where they landed most of their troops. The British frigate squadron of the *Astraea*, the *Phoebe*, and the *Galatea* (all of 36 guns) and the *Racehorse* (of 18 guns) found the French and engaged them immediately. In the end, the *Renommée* struck its colors, and the *Clorinde* escaped to make its way back to France. The *Néréide* was taken on May 26.

Table 3-84. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Racehorse*	8	18
Britain	*Astraea*	5	42
Britain	*Galatea*	5	42
Britain	*Phoebe*	5	44
France	*Clorinde*	5	44
France	*Néréide*	5	42
France	*Renommée*	5	42

Both sides should use their frigates as ships of the line to get a victory in this mission. The *Racehorse* plays the role of frigate for the British and should engage from flanks, when it finds the opportunity for a rake. Any other use of this ship is pointless; it won't stand toe-to-toe with any of the frigates.

Abeille vs. Alacrity

Abeille vs. Alacrity

While cruising off Corsica's Cape St. André, the British 18-gun *Alacrity* discovered a man-o'-war brig some six miles to leeward and immediately gave chase. The object of its pursuit was the French *Abeille* (of 20 guns). Maneuvering skillfully, the French ship got the upwind of *Alacrity* and, after firing several rakes, forced the *Alacrity* to strike its colors.

Table 3-85. Force Composition

Country	Ship Name	Rating	Number of Guns
France	*Abeille*	6	20
Britain	*Alacrity*	8	18

Although it's a slightly smaller ship, the *Alacrity* packs just a bit more firepower than the *Abeille* and has a superior crew to back it up.

The *Abeille* should get close to *Alacrity* and maneuver to safe positions around it, waiting for a mistake that will allow it to punish the *Alacrity* without reply. The *Alacrity* should remain at some distance from the *Abeille* and hit it hard at every chance. Skillful maneuvering on either side decides this contest.

Victorious + vs. Rivoli +
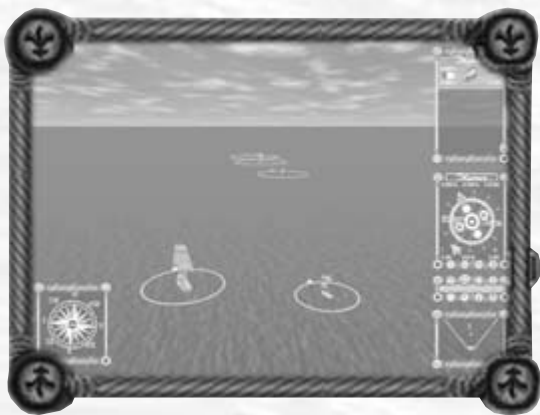
Victorious + vs. Rivoli +

Date: February 22, 1812
Time: 4:30 a.m.

The *Rivoli*, a 74-gun ship of the line newly built in Venice, set sail with a small escort to the port of Trieste. The British ship of the line *Victorious* (of 74 guns) was on patrol awaiting the *Rivoli*. As the French vessel made its break for the Adriatic, the *Victorious* began to pursue. After a four-and-a-half hour exchange of broadsides the *Rivoli* struck its colors.

Table 3-86. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Victorious*	3	82
Britain	*Weazel*	8	18
France	*Rivoli*	3	80
France	*Jena*	7	18
France	*Mercure*	7	18

The terrible fighting of the French in this scenario tips the scales a bit toward the British. While the two ships of the line go toe to toe, the smaller escorts should engage each other. Lay back, protect the *Victorious*, and allow the smaller French ships to engage; cover the *Weazel* with the *Victorious*. It won't take many shots from either ship of the line to destroy the smaller ships, so keep them away and stay out of sight of their broadsides.

Constitution vs. Guerrière

Constitution vs. Guerrière

Date: August 19, 1812
Time: 5 p.m.

Around 2 p.m., while headed to Halifax for repairs, the British frigate *Guerrière* (of 38 guns) spotted a ship approaching. It was the U.S. 44-gun frigate *Constitution*. At about 5 p.m., as the two ships closed, the *Guerrière* opened fire, with little result. However, after a two-hour fight, with the ships having fouled their rigging for a time, it hauled down the Union Jack in surrender.

Table 3-87. Force Composition

Country	Ship Name	Rating	Number of Guns
U.S.	*Constitution*	5	54
Britain	*Guerrière*	5	48

The *Constitution* is far stronger, packs more firepower, and has a better crew than the *Guerrière*. Although the *Guerrière* is faster and more maneuverable, it suffers already from damage taken prior to encountering the *Constitution*. Without superior tactics of maneuverability, the *Guerrière* doesn't stand a chance.

The *Constitution* should be patient and use its superior crew to batter *Guerrière* for a while, giving it the least possible chance to return fire.

Wasp vs. Frolic

Wasp vs. Frolic

After surviving a gale while escorting a convoy with some sail damage, the British ship *Frolic* spotted a vessel overtaking them. It was the U.S. 18-gun *Wasp*. After a 45-minute fight, with both ships heavily damaged, the *Frolic* surrendered. (Ironically, the British 74-gun *Poitiers* came along two hours later and took both of the heavily damaged ships.)

Table 3-88. Force Composition

Country	Ship Name	Rating	Number of Guns
U.S.	*Wasp*	7	18
Britain	*Frolic*	8	18

Frolic has slight disadvantages in firepower and crew quality. Maneuverability is the key to this battle, and either side must execute better than its enemy to win.

United States vs. Macedonian

United States vs. Macedonian

While patrolling the Atlantic, the U.S. 44-gun frigate *United States* and the British 38-gun frigate *Macedonian* sighted each other. They closed, each thinking the other was a smaller enemy ship. When they realized their mistake, it was too late to turn away, and they engaged in a running fight for three hours. When the *United States* managed to get a raking shot on the *Macedonian*, the British ship hauled down its colors.

Table 3-89. Force Composition

Country	Ship Name	Rating	Number of Guns
U.S.	*United States*	5	54
Britain	*Macedonian*	5	48

The *United States* is stronger, packs more firepower, and has a better crew than the *Macedonian*. The *Macedonian* has slight advantages in maneuverability and speed, but begins the scenario with slight hull damage. Use the *Macedonian*'s mobility advantage to get in close to the *United States* and fight in its blind spots.

Playing as the U.S., hit the *Macedonian* from a distance and don't let it get close. When the *Macedonian* is hurt, close to decisive range for the kill.

Constitution vs. Java

Constitution vs. Java

Date: December 29, 1812
Time: 1:45 p.m.

After sending a prize ship to St. Salvador, the British 38-gun frigate *Java* spotted sails to the south and gave chase. When signals drew no response, the *Java* determined it to be an enemy vessel and moved in for a fight. The other ship was the U.S. 44-gun frigate *Constitution*, which immediately prepared to do battle.

After much maneuvering, the ships exchanged broadsides at about 2:15 p.m. For three-and-a-half hours they fought, with the *Java* getting the worst of it. By 6 p.m., after having taken several rakes, the British ship surrendered.

Table 3-90. Force Composition

Country	Ship Name	Rating	Number of Guns
U.S.	*Constitution*	5	54
Britain	*Java*	5	41

The *Constitution* has advantages in ship strength, crew quality, firepower, and number of guns. The *Java*'s maneuverability and speed advantages balance things to some extent, but only if it can use them properly and evade the *Constitution*'s fire.

Amelia vs. Aréthuse

Amelia vs. Aréthuse

Date: February 5, 1813
Time: 7:20 p.m.

While on patrol off the west coast of Africa, the British 38-gun *Amelia* spotted a strange sail near Tamara, one of the Isles de Los. After an 11-hour chase beset by becalming winds, it finally overtook the *Aréthuse*, a French 40-gun frigate. After five hours of fighting, with many aborted boarding attempts by both sides, and finally having run out of ammunition, both ships disengaged and sailed away.

Table 3-91. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Amelia*	5	40
France	*Aréthuse*	5	44

The *Amelia* has nearly every advantage here, including better crew and better guns. The *Aréthuse* has more guns, but a slightly inferior crew. Neither ship has a mobility advantage. Both commanders must maneuver skillfully to avoid as much fire as possible.

   The *Aréthuse* should engage at closer ranges to absorb some of the difference in crew quality.

Hornet vs. Peacock

Hornet vs. Peacock

Date: April 24, 1813
Time: 5:10 p.m.

While chasing a brig, which escaped, up the Demerara River in British Guyana, the *Hornet*, a British brig (of 18 guns) spotted a ship under repair in unprotected waters and headed for it. Before reaching it, however, it saw another ship closing on it from downwind. This was the U.S. 18-gun brig *Peacock*. The two crossed each other and exchanged broadsides. After several more broadsides, which damaged it severely, the *Peacock* lowered its colors.

Table 3-92. Force Composition

Country	Ship Name	Rating	Number of Guns
U.S.	*Hornet*	8	20
Britain	*Peacock*	8	18

The *Hornet* outguns the *Peacock*, and boasts a better crew and a tougher hull. For the *Peacock* to win, it must engage at close range, but avoid exchanging broadsides with the *Hornet*. The *Hornet* should avoid close combat and use range to advantage until the *Peacock* takes significant damage.

Shannon vs. Chesapeake

Shannon vs. Chesapeake

Date: June 1, 1813
Time: 5:30 p.m.

The *Shannon*, a British frigate (of 38 guns), was blockading Boston. Frustrated at having let two ships escape, its captain made an unusual request: He challenged the captain of the U.S. 38-gun frigate *Chesapeake* to a ship-versus-ship duel. The U.S. captain accepted and sailed out of the harbor. A 15-minute exchange of broadsides ensued, after which the ships grappled. When it was over, the *Chesapeake* belonged to the Royal Navy.

Table 3-93. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Shannon*	5	48
U.S.	*Chesapeake*	5	42

The *Chesapeake* is a bit stronger than the *Shannon* and packs better guns. The *Shannon* is better crewed and has more guns than the *Chesapeake*. Overall, it's a fair contest. The *Chesapeake* should attempt to close to the *Shannon* to score with its heavier guns. The *Shannon* should remain at long range until the *Chesapeake* has taken sufficient damage to close. The side that maneuvers best and exploits opportunities to fire without reply will win this slugfest.

Pelican vs. *Argus*

The captain of the *Pelican*, a British brig (of 18 guns), was ordered to hunt and destroy an American sloop-of-war, which was causing serious depredations in St. George's Channel. The next day, the *Pelican* spotted two ships—the U.S. 18-gun brig *Argus* and a prize it had just set afire. The *Pelican* gave chase immediately. After an hour of maneuvering to gain the wind gauge, the battle began. For two hours they exchanged broadsides and maneuvered for the best shot. Finally the *Argus* was boarded and forced to haul down the Stars and Stripes.

Pelican vs. *Argus*

Table 3-94. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Pelican*	8	20
U.S.	*Argus*	8	20

The *Pelican* packs better firepower and is a stronger ship. The *Argus* has a better crew and the same number of guns—but weaker ones. Either ship can attempt to close after it's done a fair amount of damage to the other. Maneuverability is critical here, as this is very nearly an even contest.

Enterprise vs. Boxer
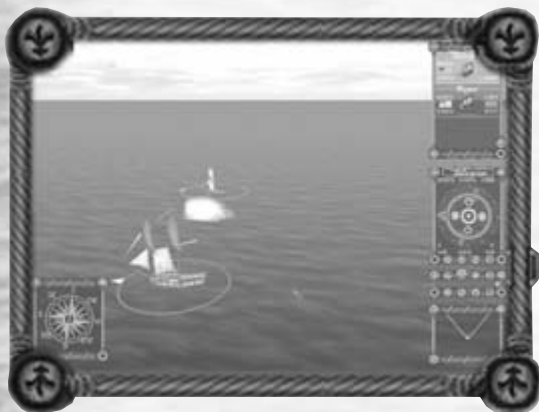
Enterprise* vs. *Boxer

At daylight, as the British 12-gun brig-sloop *Boxer* lay at anchor near Penguin Point east of Portland, Maine, the U.S. 12-gun brig *Enterprise* sailed toward it from the southeast. The ships spent six hours maneuvering, frustrated again and again by the wind, which kept changing direction. At 3:15 p.m. they began exchanging broadsides, and in half an hour the *Boxer* was forced to surrender.

Table 3-95. Force Composition

Country	Ship Name	Rating	Number of Guns
U.S.	*Enterprise*	10	16
Britain	*Boxer*	8	14

The *Boxer*'s only advantage is its stronger ship. The *Enterprise* has more and heavier guns and a better crew. The *Boxer* should close and maneuver to compensate for its crew disadvantage. The *Enterprise* should avoid closing on the *Boxer* until it's done serious damage to the British brig-sloop.

Creole + vs. Etoile +
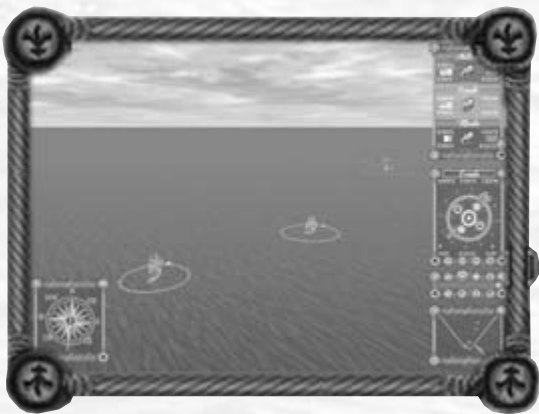
Creole + vs. Etoile +

Date: January 23, 1814
Time: 1 p.m.

The British 36-gun frigates *Creole* and *Astraea* were sent to the Verde Islands off western Africa to search for several French vessels that had been raiding shipping in the area. Finding their prey—the French 38-gun frigates *Etoile* and *Sultane*—the two British ships gave chase. The French put up a good fight, eventually split up, and escaped.

Table 3-96. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Astraea*	5	42
Britain	*Creole*	5	42
France	*Etoile*	5	44
France	*Sultane*	5	44

Yet again, the British are lucky to encounter French crews who are far inferior. Treat these frigates as ships of the line and form them for concentrated assaults on weak points of either side's line. If it watches the wind and maintains favorable positions, either side can win.

Eurotas vs. Clorinde

Eurotas vs. Clorinde

Date: February 25, 1814
Time: 4:45 p.m.

While on blockade patrol off Ushant, France, the British 38-gun frigate *Eurotas* spotted a ship leaving Ushant and gave chase. Its object was the French frigate *Clorinde* (of 40 guns). After a three-hour struggle, during which both ships took massive damage, the *Clorinde* turned and fled, with *Eurotas* in hot pursuit. Overnight both ships managed to repair some rigging, and the *Clorinde* was six miles ahead and gaining distance. But all its efforts came to naught when it encountered two more British ships. Being in no condition to fight, it had to surrender.

Table 3-97. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Eurotas*	5	46
France	*Clorinde*	5	36

The *Eurotas* has every advantage here. The *Clorinde*'s only hope is to get in close and avoid the British guns. The *Eurotas* should maneuver to prevent the *Clorinde* from closing, and batter it at long range to soften it up.

Hebrus vs. Etoile

Hebrus vs. Etoile

Date: March 27, 1814
Time: 1:45 a.m.

The British 36-gun *Hebrus* and its companion the *Sparrow* spotted two ships and gave chase. When the two ships split up, so did their pursuers. The ship the *Hebrus* was chasing turned out to be the French 38-gun frigate *Etoile*. The pursuit went on through fog and becalming winds before the *Etoile* finally turned to fight. After two-and-a-quarter hours of broadside exchange, the *Etoile* surrendered.

Table 3-98. Force Composition

Country	Ship Name	Rating	Number of Guns
Britain	*Hebrus*	5	44
France	*Etoile*	5	44

The *Hebrus* has better guns, but the *Etoile* is a stronger ship. Either vessel should engage at close range and outmaneuver its enemy. The ship that shoots more often without reply will win.

Peacock vs. Epervier

Peacock vs. Epervier

The *Epervier*, a British brig-sloop (of 18 guns), was en route to Halifax from Jamaica when it encountered the U.S. 18-gun brig *Peacock*. After several hours of maneuvering and firing, the British ship lowered its colors.

Table 3-99. Force Composition

Country	Ship Name	Rating	Number of Guns
U.S.	*Peacock*	7	22
Britain	*Epervier*	8	18

The *Epervier* has a slight speed advantage, and that's all. With good maneuvering, Britain can turn this advantage into a victory, but it will be tough to overcome the *Peacock*'s far superior crew, as well as its ship strength and firepower advantages. The *Epervier* must fight at close range but can't stand toe to toe with the *Peacock*, and it must avoid any exchange of broadsides.
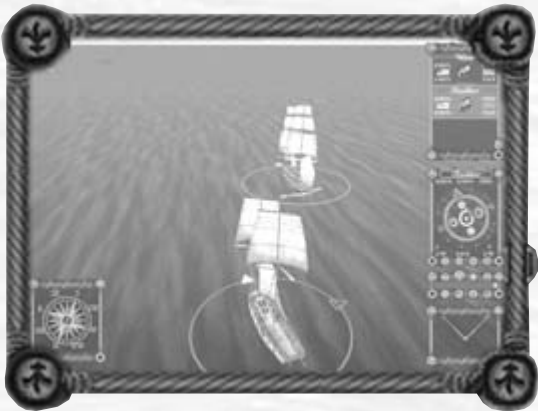
Wasp vs. *Reindeer*

Wasp vs. **Reindeer**

Date: June 28, 1814
Time: 3 p.m.

At daylight, the U.S. brig *Wasp* and the British brig *Reindeer* (each of 18 guns) spotted each other. After five hours of maneuvering, the two ships exchanged broadsides. After 45 minutes, the *Wasp* raked the British ship repeatedly with grapeshot. With all its officers dead, the *Reindeer* surrendered.

Table 3-100. Force Composition

Country	Ship Name	Rating	Number of Guns
U.S.	*Wasp*	7	18
Britain	*Reindeer*	8	18

The *Reindeer* is outmatched in all respects here, and must rely on close combat and superior maneuverability to win. The *Wasp* should remain some distance from the *Reindeer* initially, and close only after it inflicts a fair amount of damage on the British vessel.

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AKELLA

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