



RUM, S*D*MY & THE LASH
SCENARIO TWO: THE WAR OF JED'S
EAR
ALL PLAYER BRIEFING

INTRODUCTION

Welcome to 1744, where untold fame and glory, and perhaps a fortune in prize money, await those of you who can weather life's storms as a seadog or Admiralty bureaucrat.

For the rest, its but a short voyage to the Courts Martial or to Davy Jones's locker!

GEOGRAPHY

THE SEAPORTS

Almost all the ports on the map (Naples being an exception) are all well protected by batteries mounted on projecting peninsulae which overlook the harbours.

Almost all the ports (Naples included) are also dominated by forts which, if well supplied with necessaries by convoys from the motherland, will require substantial numbers of troops and artillery, and considerable time, to lay siege to and overcome¹.

Note that a besieging force requires a large amount of food, ammunition and other supplies, and there will need to be a supporting naval presence throughout the siege to prevent these vital supplies being interdicted.

A few ports, notably those on the French Channel coast east of Brest, do not have sufficient room or facilities to handle ships larger than third rates.

Many ports, including Toulon, New Orleans, Cartagena de los Indios, Louisbourg, Chatham, Brest, Villefranche, Mahon, Quebec, Dieppe, Ostend, and Port Louis in Hayti, are approached only through long narrow channels, and can therefore be difficult to emerge from quickly, requiring each ship to be towed or 'warped' out in the absence of optimal wind and tide conditions.

ON ALL MAPS, PARTICULARLY DANGEROUS WATERS are marked with a 'D' on the charts, or the presence of marked shoals or rocks - these include most narrow straits, egs the Bahama Stait, Hyeres, Messina, Canso, Dover, and especially Bonifacio.

In general, WEATHER is at its most benign in Summer, and most dangerous in Winter, but there are specific hurricane and rainy seasons in the Caribbean - see CALENDAR below.

ATLANTIC MAP

The North Atlantic map shows the circulation pattern of 'trade winds' and currents (mostly following the winds) which determine navigation of these waters to a great extent. The Sargasso Sea is notorious for becalming, and for seaweed and barnacles which will attach themselves to the hulls of ships.

LA MANCHE / THE ENGLISH CHANNEL MAP

Dieppe, Le Havre, St Malo and Ostend can handle no larger than third rate ships. Brest, Dieppe and Ostend are approached only via narrow river mouths or straits.

BISCAY MAP

The sea roads off Cadiz, Brest, Lorient, and Rochefort (this last called the Aix or Basque Roads) have in past wars been the collecting point for convoys. In the case of

Rochefort, there are batteries on an island (Ile d'Aix) which arises in the middle of the extensive roads, which is known also to be protected by hidden shoals.

MEDITERRANEAN MAP

In the Mediterranean, Savoy has Sardinia and the fortress of Villefranche, on the French border. The Republic of Genoa exercises a weak rule over Corsica.

Britain occupies Gibraltar and Port Mahon (on the island of Menorca), both the target of Spanish irredentism, having been seized from that country in recent wars.

Britain can also count on supplies through Leghorn (Livorno), a minor Italian territory traditionally friendly to Britain.

At Naples, the small Neapolitan navy and other ships anchor in the sheltered bay on which the city is built, but the bay is relatively lightly defended, and the royal palace built on the shoreline is notoriously open to bombardment from the sea.

CARIBBEAN MAP

In the Caribbean, the French have New Orleans (with a difficult approach through its delta), Port Louis on Haiti (with its narrow southern approach into the large bay), and the heavily populated and valuable sugar producing island of Martinique.

The main British base is Port Royal on Jamaica. There is a single Dutch port at Curacao and most of the other ports belong to Spain. The Spanish are still established in Florida.

CANADA MAP

The British have the seaboard up as far as Maine. The French rule a vast swathe of inland territory stretching from New Orleans up the Mississippi to the Great Lakes and then eastwards up the St Lawrence river to the fortress of Louisbourg on Cape Breton island, which fortress is widely seen as the key to controlling Canada. The bay at Louisbourg is especially easy to defend against enemy ships, and from here the French can dominate the plentiful fishing banks offshore.

DISTANCES & SAILING TIMES

One LEAGUE = 3 nautical miles.

One cable = 200 yards

One fathom = 6 feet.

Voyage duration is dependent on the vagaries of wind and current, and can be very long. An Atlantic crossing will normally take about a month if made by the prevailing wind, but there can be a risk of becalming anywhere, sometimes even in the Channel.

Maritime techniques are still under development; for example, scurvy is not yet widely understood, and longitude can yet be measured only with great difficulty and with some degree of error. Hulls are not yet sheathed with copper or other material, and the accrual of barnacles on a long voyage can slow a fleet appreciatively, until its bottoms can be careened in a well equipped dockyard.

POLITICAL SITUATION - BRITAIN

Britain and Bourbon Spain have been at war since 1739, thanks to a Spanish Caribbean Gardacosta slicing an ear off an insolent British smuggler named Jed (on the excuse that he had racially abused a friend named Diego). Jed later presented his ear in a giftbox to the assembled House of Commons, who swiftly declared war.

Big British expeditions, dispatched to the Caribbean under Vernon in 1741 and Knowles in 1743, lost heavily and failed dismally to make any permanent capture of Spanish bases or treasure. It is said that Anson captured a treasure galleon in the Pacific in 1743, which was sold off at Macao in December, but he is yet to return home.

Spanish seamen have been found generally to be of good quality, from years of experience sailing their extensive Empire, and from previous naval wars against the English, eg in the twenties. Seamen rapidly lose expertise when blockaded into their ports, however, and some Spanish officers have seemed timid.

Apart from the current Sea Lords, all the experienced Admirals, including the "Angry Admiral" Edward Vernon, have now retired due to age, ill health, or being under investigation for irregular conduct. Their replacement flag officers, in all four navies, have so far seemed a rum lot, being roused out of port only with the utmost difficulty, and retiring into port again on the slightest pretext.

In England, Vernon and several other former Admirals are highly critical of the present Sea Lords and 'Old Whig' functionaries who presently run the Admiralty, and vent their feelings both in the Commons, where Vernon sits as an MP, and in scurrilous broadsheets circulated in the streets.

These critics pander to populist, Tory and crypto-Jacobite opinion, which believes that the Hanoverian King George II has deliberately run down the Royal Navy. It is alleged that he wants to spend his money instead on the army, which he personally led recently (in Austrian service, at Dettingen, in 1743) to protect his Hanoverian territories from the Prussians, the French, and other would-be continental interlopers.

A significant problem in the war so far has been the manning of warships with sailors and marines, by all nations. Seamen are in great demand to crew the extensive merchant marines which operate across the globe. Press gangs will often scrape up only

the dregs.ⁱⁱ Once pressed, they need to spend significant time at sea before they become their best.

POLITICAL SITUATION - THE CONTINENT

Although the French refrained for four years from supporting their distant Spanish relatives, the Anglo - Spanish war has recently been augmented by a pan-European quarrel involving the succession to the Holy Roman Empire.

Lined up on one side are now the Bourbon families of Spain and France, plus Prussia and Naples. The city state of Genoa inclines to the Bourbon cause, but is not yet signed up, perhaps because of the threat the Royal Navy poses to its large merchant marine.

These states face the 'Pragmatic Alliance' of Britain, Hanover, Hesse, Austria (which controls Flanders), the kingdom of Savoy (which has a fortified harbor at Villefranche), and the Dutch Netherlands. The Dutch have loaned Britain some of their ships, and provide most of the troops defending Austrian Flanders. However, their economy is shaky, and the rule of the pro-British Stadtholder, the Prince of Orange, is equally weak, his Parliament resenting his military expenditure and inclined towards neutrality in the conflict. The Stadtholder warns that high losses of Dutch ships could tip his country out of the war.

France possesses a sizeable navy, but the quality of its seamen is as questionable as the national finances. France has not fought a naval war for many years.

LAWS & CUSTOM OF WAR

Some international maritime law is established, but there are many grey areas.

It is considered an honorable ruse of war to fly an enemy or neutral colour prior to battle, but NOT to open fire while still under that colour. Ships which have struck all their colours in surrender may not be fired upon, but may be boarded peacefully. Note that the odd fanatical captain nails his colours to the mast, so that they cannot be struck!

It is dishonourable and unheard of for a line of battle ship to fire on a non-line ship, unless the smaller ship fires first or is a fireship on its approach. This applies even if the small ship is being used to 'repeat' the Admiral's flag signals to ships otherwise outside of visibility (which is standard practice).

Fireship crews are not expected to make suicide attacks; they may call off the attack should for example their boats be shot away, leaving them no means of escape.

There is an unwritten seaman's code whereby European sailors at least are respected as combatants and treated chivalrously in defeat. Seamen prisoners are normally

exchanged for their enemy counterparts in “cartel” ships under a flag of truce. Officers are customarily released unconditionally and in short order.

Those participating in the capture of an enemy ship expect prize money, varying according to rank. ⁱⁱⁱ

FIGHTING INSTRUCTIONS & TACTICS

Seaports often have limited capacity and are usually home to a single 'division' or 'squadron' of ships, each under a flag officer, ie. an Admiral, Vice Admiral, or Rear Admiral.

Three divisions together form a fleet proper, and in this case the Rear Admiral (flying a blue flag) will normally command the rear division of the line, the Vice Admiral (flying a white flag) will command the van division, and the Admiral of the Fleet (red flag) the centre division of the line.

Occasionally a squadron of smaller ships might be formed under the command of a Commodore, who will be an experienced post captain. ^{iv}

As a result of some chaotic actions in the seventeenth century, a premium is placed in ALL navies on forming line of battle (preferably line ahead) and remaining in the line at whatever cost - leaving it without good reason can be a disciplinary offence. In the British Navy, this principle is enshrined in Rooke's fighting instructions of 1707.

It is especially risky to leave the line while the admiral is flying a 'line ahead' or other line of battle signal; this concern led to the entire British rear division failing to engage at the Battle of Toulon in 1740, over which recriminations have been ongoing ever since.

Rooke also calls for strict discipline in selecting targets: the Van division must only ever take on the enemy van; the centre the enemy centre; and the rear division will take on only the enemy rear.

There is an expectation - in the British navy only - that every ship should come into close action with the enemy – “a captain can do little wrong if he lays his ship alongside an enemy” as Nelson later put it. British ships often pre-load with double shot for this purpose (though its slightly risky, and occasionally explodes the gun). There is no such expectation in the Bourbon navies, who often fire chain and bar shot to disable British masts and rigging, in order to make good their escape.

RECOGNISED PROS OF BEING TO WINDWARD OF THE ENEMY:

Possessing the wind gauge gives initiative (for example, permitting fireships to be sent in, or permitting enclosing or 'doubling onto' the enemy line.

An additional advantage may be that smoke from your guns will drifts downwind onto your enemy, impairing his visibility but improving your own.

RECOGNISED PROS OF BEING TO LEEWARD OF THE ENEMY:

Easier to escape a losing battle

Disabled enemy ships will drift to you as prizes

In strong wind, heeling to leeward lifts the lower gunports off the water, permitting the heavier lower deck guns to be used when the windward ships cannot use them (a sizeable advantage). British ships are more prone to flooding in this manner, since the gundecks tend to be lower. ^v

The problem does not affect sub-line ships, which have no lower deck.

SHIP TYPES & SAILING QUALITIES

Line of battle ships ^{vi}(also called 'liners') comprise first, second, third and fourth raters.

Liners are all essentially square rigged, with only two or three lateral 'staysails' and 'jibsails' to assist with tacking into the wind.

Liners may beat only up to 45 degrees into the wind; smaller ships with lateen and ketch rigs a little more. Sailing as close as possible into the wind in this manner is termed sailing 'by the wind' or 'close hauled'.

Ships are at their fastest with the wind about five degrees astern, since all sails then feel the wind. Ships sailing with the wind anywhere behind their midpoint are said to be 'sailing large'.

Usually, the smaller and lighter the ship, the faster it will sail. Ships may be brought to their absolute maximum speed by pressing on "studding sails [studsails]" and "royals", but this puts them at the mercy of sudden squalls, which may destroy masts and rigging.

Barnacles and hull damage can reduce sailing speed by up to 20%.

INDIAMEN

Indiamen vary a little in size but are mostly about 160' long and resemble third raters to the extent that it can be very difficult to distinguish them from the men of war - a fact which is often exploited as a ploy. In trading mode they carry 18 - 20 guns but could in theory carry up to 80. There were isolated examples of them defeating frigates even with 18 guns. Used as transports they can take about 300 troops comfortably, 500 in extremis. However ship handling by the crew becomes much more difficult with troops clogging the decks. ^{vii}

GUNNERY

Maximum range is 800 yards BUT EFFECTIVE RANGE IS MUCH LESS, perhaps 300 yards. Gunners had to cope with the roll of the ship when aiming, too.

Two and three deckers normally have the heavier guns on the lower decks, to aid stability. SOLs had normally 32 or 36 lb guns on the lower gundeck, 18 or 24lb in the middle deck, & 12 or 18 lb on top, with 6 - 9 lbers as bow/stern chasers and secondary armament. In choppy seas, lower gunports could be opened only at the risk of flooding.

Guns can be short or long barreled - the bowchasers being invariably long so as to get the range needed to destroy a victim's sails during a chase. Guns can be loaded with roundshot, double roundshot for close quarters (dangerous, can misfire), grapeshot (6-8 balls sewn into a sack), chain- or bar-shot for masts and rigging, or canister for personnel. Powder magazines are located below the waterline, perhaps on the Orlop deck, and served by relays of "powder monkeys", who can be children or women! Carronades did not appear until the 1780's.

ADMIRALTY RANKS

The composition of the **Admiralty Boards** of the four nations is on public record:

	BRITAIN	HOLLAND	SPAIN	FRANCE
First Sea Lord & allied liaison officer	Earl of Sandwich	Earl of Sandwich	Giovanni di Reggio	Giovanni di Reggio
Second Sea Lord	John "Foul Weather Jack" Norris	Cornelius Trump	Don Felipe de Merluza	Jean- Jacques Marlin
Third Sea Lord	Edward Codrington	Erasmus Keppel	Don Hernando Barracuda	Renee Pilchard
Fourth Sea Lord	Tobias Hake	Aloysius Kempenfeldt	Don Antonio Magellan	Viscomte de Chateurenault

In all nations, the First Lord is an honorary position. The First Lord attends some admiralty board meetings, is copied into all decisions, and, being the King's or Stadtholder's official liaison man, can overrule or force decisions in exceptional circumstances.

While the Admiralty makes strategic decisions, detailed matters of administration are handled by a separate **Navy Board** in each nation, whose comptrollers very jealously oppose any micromanagement their Lordships may attempt.

SUGGESTED STRATEGIES FOR THEIR LORDSHIPS' CONSIDERATION:

- 1 Merchant trade can be interdicted or deterred by the presence of warships, causing a deterioration in enemy revenues.
- 2 Convoys need to be taken to the colonies from time to time, in particular those in the Caribbean, which are too heavily populated with slaves to feed themselves, and also lack the materials with which to repair ships. White colonial garrisons also suffer high mortality and need regular replenishment.
- 3 Convoys need escorting back to the mother country from time to time, including those from the East Indies, which will appear on the southern edge of the Atlantic map. Spanish convoys may carry treasure from mines in Mexico and the Andes, while Indiamen may carry rich silks and spices.
- 4 There is thought to be considerable support in Britain still for Charles Edward Stuart the Jacobite pretender, if he can be landed there, especially if supported by Bourbon troops. Troop barges are available in the Channel ports sufficient for 10,000 of the French troops already in Flanders, but His Gallic Majesty is not expected to send them across unless the seas are safe.
- 5 There has been agitation in America for the taking of Louisbourg from the French. Governor Warren of Massachusetts has offered to raise local militia for an amphibious landing if they can be transported by the Royal Navy.
- 6 Bourbon dominance in the Mediterranean would allow the safe transport of troops to Italy, where the Spaniards have ambitions to conquer Austrian territory, and would encourage Genoa into their camp and perhaps Savoy to change sides.
- 7 The governors of Quebec and Villefranche are known to have asked for more ships' guns for the proper defence of their ports.
- 8 Ships which have undertaken extended sea cruises, especially in icy regions or in the Caribbean, Sargasso Sea, or Med, will have become dirty and damaged by ice, barnacles, storms, etc. For game purposes, they will sail about 20% slower than freshly cleaned and repaired ships. They need to return to a home country port for proper repairs and cleaning; this cannot usually be done on station. Your Lordship might therefore consider requesting fresh replacements, and/or returning some of your ships to the home country in the expectation that replacements will be sent.

- 9 Admiral Lord Anson is expected to have sailed homeward from Macao in December, and may be laden with treasure from the galleon he is known to have captured south of Manila.
- 10 To remain at their best, seamen must sail and exercise their guns.

ANNUAL MARITIME CALENDAR

JANUARY - Storms in northern latitudes

FEBRUARY - Storms in northern latitudes

MARCH - Outgoing East Indiamen depart from Europe; Canadian ice breaks up

APRIL - Caribbean rainy season

MAY - Returning East Indiamen customarily arrive near Canaries; Caribbean rainy season

JUNE- Caribbean rainy season ceases, but hurricane season commences

JULY - Caribbean hurricane season

AUGUST peak hurricane season in the Caribbean

SEPTEMBER peak hurricane season in the Caribbean; iceflows form in enclosed Canadian waters

OCTOBER - Storms in northern latitudes; Caribbean hurricane season

NOVEMBER - Caribbean hurricane season ceases; Storms in northern latitudes

DECEMBER - Storms in northern latitudes

VARIABLE CONVOYS

The Manila Galleons (single galleons sailing from Acapulco In Mexico To The Philippines with silver, and back with spices destined for Europe).

El Flota - a galleon convoy which used to load silver in Vera Cruz and sail via Habana And The Florida Strait To Cadiz,

Los Galeones - a galleon convoy which used to load silver in Portobello and sail via Habana And The Florida Strait To Cadiz

Since 1739, these convoys all appear to make less regular voyages on less predicable routes, to avoid interception.

Map	Owner	Port	1 st rates	2nd rates	3rd rates	4 th rates	Other
Biscay	Britain	Lisbon	1	1	1	1	BK
Biscay	Dutch	Porto	1	1	1	1	FS + BK
Biscay	France	Lorient					
Biscay	France	Rochefort		4	1	1	FS
Biscay	Spain	Sebastian	1	1	1	1	FS
Biscay	Spain	Ferrol	1	1	1	1	FS
Biscay	Spain	Vigo					
Biscay	Spain	Cadiz	2	2	2	2	FS + BK
Canada	Britain	Canso					
Canada	Britain	Annapolis	1	1	1	1	FS
Canada	France	Louisburg		3	2	2	FS x 2
Canada	France	Quebec			1	1	BK
Canada	France	Montreal					
Carib	Britain	Port Royal	2	2	2	2	FS x 2
Carib	Britain	Savannah	1	1	1	1	FS
Carib	France	Orleans					
Carib	France	Martinique	1	1	1	1	FS
Carib	France	Pt Louis		2	2	2	FS + BK
Carib	France	Tortuga					
Carib	Dutch	Curacao	1	1	1	1	BK
Carib	Spain	Augustine	1	1	1	1	FS
Carib	Spain	Habana	2	2	2	2	FS + BK
Carib	Spain	Cartagna dll					
Carib	Spain	Pto Cabello					
Carib	Spain	Portobello	1	1	1	1	FS, Gallns?
Carib	Spain	Catalina					
Carib	Spain	Rio Hacha					
Carib	Spain	San Juan					
Carib	Spain	Santiago					
Carib	Spain	La Guiara					
Carib	Spain	Vera Cruz					Galleons?
Channel	Britain	Chatham	1	1	1	1	FS
Channel	Britain	Portsmouth	2	2	2	2	FS x 2
Channel	Britain	Plymouth	1	1	1	1	BK
Channel	British	The Nore	1	1	1	1	BK
Channel	Dutch	Ostend			3	3	FS + BK
Channel	Dutch	The Nore	5	5	2	2	FS + BK
Channel	France	Dieppe			1	1	FS, Barges
Channel	France	Le Havre			1	1	FS, Barges
Channel	France	St Malo			1	1	BK
Channel	France	Brest	5				
Med	Britain	Gibraltar	1	1	1	1	BK
Med	Britain	Mahon	1	1	1	1	FS
Med	Britain	Leghorn					
Med	British	Hyeres	1	1	1	1	FS
Med	France	Toulon	5	1	1	1	BK
Med	Genoa	Genoa					
Med	Naples	Naples					
Med	Savoy	Villefranche					
Med	Spain	Cartagena V	1	1	1	1	BK
Med	Spain	Barcelona	1	1	1	1	BK

CURRENT INTELLIGENCE OF DISPOSITIONS [BK = bomb ketch; FS = fireship]

FLEET & DIVISIONAL SIGNALS

Signalling is still a developing art, and uses flags, light and/or sound in various combinations, depending on whether it is day or night.

The table below contains the identical signal set used by all nations. The meaning of the individual signals can be qualified with a compass direction, or the identity of the division(s) or individual ship(s) to which the signal is directed.

Note that SMOKE or MIST can easily obscure flag signals, and audio signals are not easily heard over the sound of gunnery.

It is the task of 'repeating' small craft to repeat signals for those who cannot see them, and also of the repeating craft to reflect the set of sail on the flagship.

Signal type	Signal	Number
Chasing	CEASE THE CHASE	27
Chasing	FORM LINE WHEN ENEMY ATTAINED = Chasing ships to form an ad hoc line upon coming up with the enemy, and then try to attain the enemy van.	26
Chasing	GENERAL CHASE (qualified with direction of chase) [ie. Each ship to act independently (this breaks the time-honoured line of battle, and is therefore to be used with great caution).	25
Engagement	BOARD THE ENEMY	20
Engagement	BREAK OFF THE ACTION (= bear away from the enemy and retreat to a pre-arranged venue or the nearest friendly or neutral port)	22
Engagement	CONCENTRATE AGAINST ENEMY CENTRE	29
Engagement	CONCENTRATE AGAINST ENEMY REAR	30
Engagement	CONCENTRATE AGAINST ENEMY VAN	28
Engagement	ENGAGE CORRESPONDING SHIP IN ENEMY LINE	50
Engagement	DOUBLE ON THE ENEMY LINE [qualified with rear, van, or both] (this calls for ships not presently engaged to sail round the enemy and engage them from the other side)	15
Engagement	ENGAGE DIVISION TO DIVISION [this directs the van to meet the enemy van, the centre division to engage the enemy centre, and the rear to engage the enemy rear].	16
Engagement	ENGAGE IN INVERTED ORDER (ie lead ships to engage rearward enemy ships; following ships to sail progressively further up the enemy line before engaging).	17

Engagement	ENGAGE THE ENEMY AT CLOSE QUARTERS	19
Engagement	ENGAGE THE NEAREST UNENGAGED ENEMY SHIP	18
Engagement	EXPLOIT GAPS as they appear in the enemy line (Captains like Nelson and Troubridge were adept in placing their ships in a gap to rake the enemy ships on each side. The gaps had to be large enough to avoid being raked themselves on the approach)	14
Engagement	FIRE AT THE ENEMY'S HULL	24
Engagement	FIRE AT THE ENEMY'S RIGGING	23
Engagement	STRIKE YOUR COLOURS (the recognised way of surrendering). It was not dishonourable to surrender if you had fought honourably but no longer had prospects of success. However, sometimes the colours were nailed to the mast, to prevent surrender!	21
Sailing	BRING TO/ LIE TO (ie stop, often by lying to into the wind, though this is dangerous in heavy winds and/or seas).	9
Sailing	COME ABOUT [(simultaneously = 1A) or (in succession = 1B)] this order turns a ship onto a different tack by first heading its bow up into the wind. However, this simple tacking manoeuvre will not work, and can be dangerous, in light winds, strong winds, or heavy seas, where instead the order will be to wear ship (see entry for signal number 2)	1
Sailing	COME TO ANCHOR	10
Sailing	DIVISIONS OF LINE AHEAD (ie in divisional columns abreast)	6
Sailing	FOLLOW THE FLAG [this will mean the fleet admiral's flag or the divisional admiral's flag, depending who is flying it]	8
Sailing	FORM BOW AND QUARTER LINE (= ships in echelon) to the [starboard/larboard] from line abreast. If already in echelon, maintain this formation.	
Sailing	KEEP YOUR INTERVALS ie. Regularise interval between ships [qualified by number of 100 yard 'half cables' interval]	11
Sailing	LINE ABREAST <ul style="list-style-type: none"> - 7A IN TRADITIONAL ORDER (fleet admiral in centre, vice admiral to starboard, rear admiral to larboard) - -7B IN REVERSE ORDER (as above, but vice admiral to larboard) 	7
Sailing	LINE AHEAD CONTINUING = ship or division currently leading to continue to lead	5
Sailing	LINE AHEAD IN TRADITIONAL ORDER (ie. Whole fleet in one line, of van-centre-rear if on the starboard tack, or reversed order if on the larboard tack).	4
Sailing	SCATTER [can be qualified as 'merchants to scatter' = 3A]	3
Sailing	SLIP YOUR CABLES = abandon the anchor by cutting its cable, in order to move quickly	13

Sailing	WEAR SHIP [(simultaneously = 2A) or (in succession = 2B)] - by which a ship tacking into the wind turns away from the wind and, sailing temporarily in the opposite direction, performs a 270 degree turn onto the opposite tack - as per the linked video - https://www.youtube.com/watch?v=Vfu_ZPFHITUJ .	2
Sailing	WEIGH ANCHOR - wind in the anchor cable	12

**SIGNALS CAN BE QUALIFIED WITH A COMPASS POINT TO SAIL TO,
as follows:**

South S by W SSW SW by S SW SW by W WSW W by S <u>West</u> W by N WNW NW by W NW NW by N NNW N by W		North N by E NNE NE by N Northeast NE by E ENE E by N <u>East</u> <u>E by S</u> ESE SE by E Southeast SE by S SSE S by E
--	--	---

BIBLIOGRAPHY

Patrick O'Brian "The Golden Ocean" [Ansons voyage]

The Log of the Centurion [Ansons voyage]

N.A.M. Rodgers "Command of the Oceans"

Alfred Mahan "The influence of sea power on history" [C19]

Featherstone - Naval War Games [out of print]

The Navy In the War of 1739-48. Cambridge University Press

Three Victories and a defeat - Brendan Simms

Richard Harding - The Emergence of Britain's Global Naval Supremacy: The War of 1739-1748

Geoffrey Regan - The Guinness book of naval blunders

Tunstall 'Naval warfare in the age of sail' (Conway Publishers) - *by far the best source I have found for tactics and signalling, plus detailed accounts of individual actions blow by blow*

Harland 'Seamanship in the age of sail'

Jacques Mordal "25 Centuries Of Sea Warfare" - an excellent overview of the subject, translated from the French and with invaluable material on the French navy.

Carola Oman (daughter of the great military historian) "Nelson" - said to be still the best biography, and certainly highly readable.

COMPUTER GAMES:

Imperial Glory, Patrician III; Empire Total War; East India Company; Rise of Venice

BOARD GAMES:

Sovereign of the Seas (Compass Games)

Wooden Ships & Iron Men (Avalon Hill)

NORRIS

TRUMP

MERLUZA

MARLIN

CODRINGTON

KEPPEL

BARRACUDA

PILCHARD

HAKE

KEMPENFELDT

MAGELLAN

CHATEAU- RENAULT

BACKGROUND NOTES:

ⁱ In 1741, Edward Vernon lost 50 ships and 18,000 men before Cartagena de los Indios, owing to disease, incompetence, and superior Spanish leadership by Admiral Blas de Lezo.

ⁱⁱ To provide enough Marines for his Pacific expedition, Anson was forced to conscript 600 Chelsea pensioners from the Hospital, many of whom died before they had even managed the march to Portsmouth!

ⁱⁱⁱ The prizes are sold through agents at the ports. Captains get a quarter share, the Admiral and the body of able seamen an eighth share each, and the other half is split between the ship's officers. A sailor's annual wage was about £10 and they were often not paid at all - for fifteen years in one case. They could expect however to take sometimes 15 times as much in prize money for a valuable haul.

^{iv} A post captain being one whose commission has been posted in the Admiralty List.

^v Historically, ships swamped in this way included Superbe and Thesee at Quiberon Bay, the Mary Rose at the battle of the Solent, and the Wasa in peacetime, about 100 yards into its maiden voyage in Stockholm harbour!! Even on the Glorious First June, some British ships were prevented by heavy seas from opening their lower gunports. The lighter the ship also, the more prone it was to heaving over to leeward.

^{vi} SHIPS OF THE LINE OF BATTLE ['BATTLESHIPS' OR 'LINERS']

First rate cost £100,000 at 1809 prices [£1 million in 2008 prices]; up to 200' long with 3 or 3 ½ gundecks. Up to 120 guns of up to 42lb. Up to 1100 crew. Second rate SOL: 180'; 3 decks with up to 98 cannon & up to 840 crew. Third rate SOL [the most frequent type]: 160', 2 or 2 ½ decks with up to 80 guns and 840 crew. Fourth rate SOL: cost £25,000; 145', 2 decks with up to 60 guns and 650 men. Although line of battle ships, they can also be referred to (and used) as 'cruisers', though they are not especially successful in that role.

"SHIPS BELOW THE LINE [OF BATTLE]".

Fifth rater = Frigate; 125' long, a single gundeck with 32-48 guns and 220 - 330 men. Sixth rater = called variously Sloops or Corvettes; 115', single deck with three masts and up to 28 cannon and 250 men.

Unrated = Brig sloops, carrying about 18 guns, two masted and very manoeuvrable. Also "gunboats", bomb or mortar ketches, packets, snoo-brigs, schooners and others. Represented in the game are bomb ketches and fire sloops, which, being partially or wholly ketch-rigged, can sail much closer into the wind than the liners, and are therefore used as fast couriers in addition to their combat function.

^{vii} The value of an Indiaman's cargo might approach or exceed that of a Spanish galleon, which could be £80,000; one Indiaman convoy of around 1810 carried £500,000 of silk. The game treats galleons as equivalent to Indiamen.