

*being*

*a Treatise on divers Battailles naval and fictitious  
that might have taken place  
in the perilous Waters of the Carribbean Seas  
as well as the Ocean betwixt Afrique and India*

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# I. Introduction

## I.1 Some words to set the tone

Letter of Marque and Reprisal was written with scenario-based games in mind. It is not intended as a system for competitive, tournament style play, with a point system to balance forces against each other. I feel that scenarios which have a story of their own and which have been tested once or twice yield a gaming experience that is far more rewarding than square-off-and-have-at-'em slugfests.

Neither are these rules intended as an exact simulation of how these ships actually sailed and fought. Ranges are wrong, speed is inaccurate and as to the actual number of sailors used to crew a brigantine, I didn't have a clue. If you are simulationally inclined I most highly recommend that you get hold of a copy of 'Heart of Oak' by Jon Williams, available from FGU. LoMaR, on the other hand, is meant to provide a more narrative, cinematic game experience that look and feels a bit more like 'Master and Commander' or that old Hornblower movie starring Gregory Peck. LoMaR may also be used as a way to extend other systems, such as role-playing games, to naval engagements.

Last, but not least, for playing LoMaR you should have a vague idea of the basic mechanics of sailing. You don't need to be able to tell a hawser from a halyard, but it certainly helps if you know what 'tacking a ship' means. This is because I am in no way qualified to write an introduction to 17<sup>th</sup>/18<sup>th</sup> century seamanship. The reasons being: (a) I don't know enough about it, (b) English is not my native tongue, and consequently: (c) what passes for my command of 'sailor's English' (which is as much of a language of its own as is 'sailor's German') would earn me little but scorn from a native naval speaker. Combine a, b and c, and utter confusion will ensue.

A wide variety of ship models is produced by manufacturers both of model kits and of tabletop miniatures. Sadly, few of these ranges are compatible in scale, and only very few have any degree of breadth as far as ship types (particularly merchantmen and small men of war) are concerned. Instead of tying these rules to any particular scale or manufacturer, I've tried to make them universal. They may be used with anything from Rod Langton's fantastic 1:1.200 pewter models, through the Skytrex 1:700 Napoleonic range or Peter Pig's 1:450 pirate fleets to Heller or Airfix 1:300 plastic model kits. Heck, you can play it with 1:72 kits, if you have an attic to spare. ☺

For that reason, the game rules are unscaled. That is to say: all measurements, rather than being given in inches, are given in multiples or fractions of something called a 'standard ship's length' (SSL). The actual measure of an SSL depends on the models you're using, and should be approximately (surprise) the length of a mid-sized ship. Don't be too much of a stickler, it is a good idea to adjust the SSL to a number that's easy to take fractions of. For example, a Peter Pig 1:450 fluyt is a bit longer than two inches, stem to stern. So, a good SSL for games using these miniatures would be 2".

Last, but not least: these rules were inspired by just about any game system I've read. Movement is loaned from 'Wooden Ships & Iron Men', ship sheets were inspired by 'ManO'War', battery dice adjustments I nicked from 'Piquet' et cetera ad nauseam. In fact, I don't think there's a single concept in these rules that is original as such. I do hope, however, that the way I have amalgamated what I know makes for an enjoyable gaming experience. If it does, be sure to drink a toast to all those game designer giants before me, whose shoulders I have presumed to stand on.

Throughout the text, you will find these little boxes in the margins. They contain the gist of the rules for quick reference.

## I.2 Gaming Materials

So, what do you need to play a game of LoMaR?

- Ship Models* Yeah, well, obviously. Whatever you have or whatever you like. Just remember that you will need a playing surface that is approximately 30 times the length of an average model across.
- Crew Counters* While I've provided a set of cut-out counters with the LoMaR files, the game plays better with a handful of wooden figures. Use two sizes, small ones for 1 crew, larger ones for 5 crew.
- Officer Markers* Again, you could use paper markers, but that would cheat you out of a splendid opportunity to buy some of the many nice pirate figures out there, now wouldn't it?
- Measuring Tape* Length depending on the scale you're playing. Real men use inches, not cm. Ahem.
- Dice* All kinds (barring d20), and lots of them. While you can always re-roll, it's more convenient if you have ten of each kind handy.
- Fairness* Don't leave home without it.
- Beer & Pretzels* Or tea & chocolate, or lemonade & cookies or wine & pizza or whatever suits your fancy. Players (ab)using rum & salt beef get one free re-roll each round.

## I.3 Maritime Gobbledigook: game terms

- Aback* A sail is said to be aback when the wind catches it from the wrong side, thus pushing against the direction in which other sails are pushing. This may be done intentionally to decrease speed without going to the lengths of actually shortening sail.
- Beating* sailing close-hauled and tacking regularly, thus slowly moving to windward.
- Bow rake* shot hitting a vessel from its bow quarter. This is more dangerous than fire taken from abeam, as shot may travel the length of the ship, doing more damage as it passes.
- Close-hauled* sailing as directly into the wind as possible
- Command Check* A particular kind of Skill Check determining whether an order was given and executed successfully. A Command Check adds the number of Command Cards placed next to the officer doing the Skill Check. Example: trying to tack a ship requires a command check on the skill 'Ship Handling' with a -1 modifier. For short: Tacking (Ship Handling -1). An officer that has already two commands this turn would add 2 to his roll, ending up with a net modifier of +1.
- Damage Target* The roll needed to inflict one box of damage on a ship section.
- Leeward* The direction towards which the wind is blowing
- Reaching* sailing more or less at right angles to the wind
- Running* to sail with the wind coming from the rear quarter of the ship
- Ship's Length* Occasionally, these rules will require you to move something by "a ship's length" or look whether something is "within a ship's length" of something else. This measure really means just that: the length of your ship's model.

<i>Standard Ship's Length (SSL)</i>	the unit of measurement in LoMaR. Determined by measuring the length of a mid-sized model and rounding up or down to either full or half inches.
<i>Skill Check</i>	A roll of 2d6, adding/subtracting modifiers indicated by game rules. Modifiers are applied to the <u>roll</u> , not the skill tested for. A Skill Check succeeds if the modified roll does not exceed the respective roller's skill level.
<i>Stern rake</i>	shot hitting a vessel from its stern quarter. This is particularly dangerous, as the stern tends to be less strongly built, and shot may travel the length of the ship, doing more damage as it passes.
<i>Tacking</i>	to turn a ship about from one tack to another, by bringing her head to the wind in the process.
<i>Windward</i>	the direction from which the wind is blowing
<i>Wearing</i>	Changing a ship's course from one tack to the other, by turning her stern to windward.

## ***The Ship Sheet***

In the game, each ship is represented by a model on the table and by a 'Ship's Sheet', showing the current condition of the ship, its crew disposition and numerous other things. Think of it as a sort of additional gameboard for each ship. A ship sheet shows a certain number of sections, depending on what type of vessels it is. These sections are relevant to gameplay in two ways: first, they may sustain damage, thus reducing the ship's capabilities associated with that section. If a ship's rigging is torn to shreds, it will be slower and more sluggish to handle. Second, sections are places where ship's crew is stationed, which will be necessary for that section to function. A battery of cannon is no good without some sailors to fire and reload them. You'll find a rather annoying number of 'see section so-and-so' type of references in this chapter. Just bear with me, it wouldn't make sense to explain all features of all sections here, and then again when they'll be relevant to the game sequence.

Each section has unique properties that are explained in the overview below. Some of it may not yet make sense to you, but that should change when reading the pertinent rules further below. Features common to most sections are:

- a number such as '4+' in the upper right hand corner of each section box. This is the section's damage target, that's to say: the number an enemy has to roll on his battery dice to damage a section.
- damage tracks. A line of boxes indicating the amount of damage a section has sustained. As soon as a section gets hit, a damage counter is placed at the beginning of the damage track, and then moved forward whenever the section is damaged again.
- some boxes that are shaded in. Those are boxes set aside for crew markers manning special positions in that section. These positions may be destroyed by cannon fire, which sets them apart from ordinary crew marker boxes. Details on this may be found in section III.3.2.
- crew boxes. Larger squares within a section where you may place the crew markers manning that section.

**Sail Setting** - This box shows the current amount of sail a ship has set. In addition, this box tells you by how many points a ship has to steer off the wind when running close-hauled.

**Rigging** - This encompasses the masts, yards, sails and the miles of rope that it takes to get a sailing vessel under weigh. The Rigging section box consists of a number of masts, each of which has a damage track. Behind each mast's damage track is an entry covering the consequences of losing that mast. That happens when it has reached the end of its damage track. Usually, that entry will be a modifier to one or more maneuver rolls.

Below the damage tracks is the table for general effects of rigging damage. It has four columns headed by numbers, which essentially mean: 'rigging has sustained up to # boxes of damage'. To read it off, total the damage boxes inflicted on the rigging and read in the appropriate column. The lines of this table are 'maximum course change', determining how many points of the compass a ship may turn upon resolving a Change Course order and reflecting that a ship with damaged rigging becomes sluggish; 'speed modifier', which, ahem, modifies the ship's speed read off from the sailing table below; and 'Maneuver Command modifier' which gives a modifier to all Command Checks for maneuvers, as lines get entangled and spars get shot away.

The last element in the Rigging section is the Sailing Table. It determines how fast a ship is moving, depending on the prevailing wind strength and the ship's course relative to the wind. The entries in this table are the number of inches a ship moves upon playing a Sailing card. Don't worry too much about that yet, things will be made clearer in section III.3.1. (Movement).

You may not assign any crew to the rigging section, the sails are handled by the sailors on the Main Deck.

**Main Deck**- This covers everything above decks, apart from the poop. The main deck is where the sail hands are said to gather (for simplicity's sake); where some of the ship's petty officers are stationed, most notably the carpenter; and where boarding parties are assembled. On some ships two cannon (called bow chasers) are mounted on the foc'sle, which is considered part of the Main Deck section for gaming purposes.

The main deck does not have a damage track. Instead, hits on this section are resolved as crew casualties or lost bow chasers (more on that in section III.3.2).

Crew can be assigned to different tasks on the main deck, each of which is represented by a square to put your crew markers in:

*Sail Hands* are used for operating the ship's rigging. The box where sailor crew markers are placed is marked with the standard complement of men that a particular vessel needs to effectively conduct its maneuvers. If, for some reason, there are less crew markers in this box, the ship incurs penalties to its maneuver rolls, as detailed in section III.3.1.

*Bow Chasers* are long-range cannon used to engage targets which are too far forward to be shot at by broadside pieces, the most famous one being the 'long nines' employed by the Royal Navy. Bow Chasers need to be manned by crew in much the same fashion as broadside batteries. The number of crew markers needed to operate and reload those guns is given in the 'bow chasers' box, for example as "2 Cr". Those crew markers have separate (shaded) boxes in the bow chaser field, to which they have to be assigned. They can't be fired by the battery crews.

The box for *Boarding Parties* will likely remain unused for most of the game. Captains may assign crew here to pepper the enemy with small arms fire, prepare to repel boarders or launch boarding actions of their own. More on this in section III.3.3.

**Batteries-** The battery decks house the ship's ordnance. It has two kinds of features: two damage tracks (one for the port and one for the starboard battery); and two reload tracks (same thing). The reload tracks show the state of readiness a battery is in, and are covered in detail in section III.1. The damage tracks are used to keep track of the amount of damage a battery has sustained. The main consequence of damage inflicted on a ship's batteries is the loss of cannon, reducing its firing effectiveness.

Cannon are not represented as separate pieces of ordnance, but rather as a set of dice, noted below a battery's damage track together with the number of crew markers required to man them. Upon firing a battery, the ship's player reads off the number of dice rolled by referring to the entry in that section of the damage track currently occupied by the battery's damage counter.

Some ships have a couple of cannon mounted in the captain's quarters, facing out from the stern of the ship. They are used to engage more maneuverable enemies who have managed to get themselves into the stern quarter, threatening stern rakes. Stern chasers have a separate box that works exactly like the one for bow chasers does.

**Poop deck -** The poop deck is the captain's place. His men look toward it for orders and for reassurance. In game terms, it has two features: the ship's steering wheel and helm, and a box for assembling boarding parties.

Again, the boarding party's box will only come into play when ship's close with each other, crews brandishing cutlasses and discharging blunderbusses and all that. All this is covered in section III.3.3.

The wheel and helm are both important parts of a ship's steering apparatus. Should they be damaged or left without crew, the ship will flounder about, at the mercy of wind and waves. The usual way to steer a ship is by its wheel, which has to be manned, of course. If the wheel is damaged, the ship may still be turned by operating the helm or tiller, located below decks, an operation requiring more crew. Whenever a ship attempts a maneuver (i.e. some officer makes a Maneuver Roll) and the wheel or helm are either undercrewed or damaged, this roll is made at a -1 penalty per box.

The crew boxes representing the ship's wheel and helm are shaded in, indicating that they may be damaged (details in Section III.3.2).

**Hull -** The Hull section represents the ship's body. Its damage track reflects how much structural integrity has survived the battering by cannon fire. The ship sheet's Hull section has three features: the damage track, the water level track and some shaded crew marker boxes for the ship's pumps.

Damage to a vessel's Hull section has no effect until damage counter advances far enough for the ship to spring a leak. Resolving leaks (which involves the water level track) is covered in detail in section III.1.

No crew may be assigned to the Hull section apart from those crewmen ordered to man the pumps. Pumps are considered a special location and thus may be shot away. See section III.3.2. for details.

**Carpenter -** The carpenter's box is not ship section per se. It just has a box for putting the model for your carpenter, and a bigger box to receive sailors that have been assigned to the carpenter's party. The bigger box also contains a number designating the maximum number of crew markers that may be assigned to the carpenter's party.





## *The Officer Cards*

The most important officers of a ship are represented by a card describing their abilities and a counter (preferably a miniature, for eye-candy) used to mark their current station on the Ship Sheet. In order to assume command of a section, an officer has to have a prerequisite skill, which is listed below. Beyond that, officers may have additional skills, which are either generic or allow them to assume command of different positions.

### **Captain** (prerequisite skill: Ship Handling)

Some say that a ship's captain is next to God when the ship is at sea. That being as it may, in a game a Captain is the one who coordinates the crew's activities. In pirate or navy vessels, he often does not take an active part in sailing the ship, delegating the intricacies of this task to his Master, and concerning himself above all with tactical coordination. In merchant vessels, the Master tends to fulfil the role of Captain, as they are not primarily concerned with combat.

### **Master** (prerequisite skill: Ship Handling)

A ship's Master sails the ship. He coordinates the helmsmen and the sail hands, turning a bewildering array of timber, rope and canvas into the beauty that is a ship under sail. In game terms, the officer on the Master position makes Maneuver Rolls for the ship.

### **Battery Commanders** (prerequisite skill: Gunnery)

Battery commanders direct a ship's gun crews, coordinating guns to fire broadsides, deciding on the type of shot loaded into the guns etc.. In game terms, a Battery commander may increase the effect of a ship's armament, either by speeding up reloading times or by enabling batteries to fire either broadside or selectively. In smaller vessels there will usually only be one battery commander in charge of all guns, whereas in ships-of-the-line there will be one per gun deck.

### **Carpenter** (prerequisite skill: Carpentry)

A proficient ship's Carpenter is able to restore some of the sections aboard a ship that are damaged in the course of an engagement. To this end, he may be assigned crew to help him in his work. (up to a maximum indicated in the carpenter's box on the ship sheet) via the 'Reallocate Crew' order.

### **Captain of Marines** (prerequisite skill: Leadership)

Some navy ships carry a complement of Marines, soldiers drilled to fight in shipboard and landing actions. These troops are usually commanded by an appropriate officer, heartening them in their bloody work.

## *Skills*

An officer may give a particular command only if he has the prerequisite skill (as noted on the order card). If he does, he makes a Skill Check: he rolls 2d6, subtracting or adding the modifier indicated on the command card (or rule section), as well as adding the number of Command Cards placed next to his Officer card so far in this turn. If that roll does not exceed his skill level, his command is carried out in the manner intended.

Skill levels may vary between 3 (abysmal) via 6 (competent) to 9 (masterful).

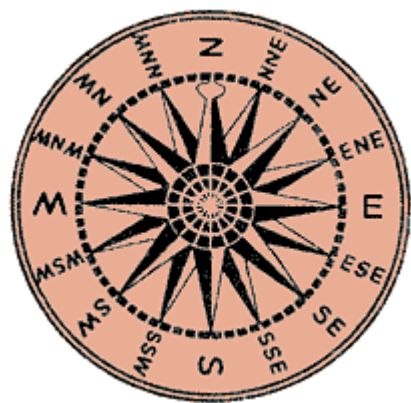
Ship Handling - The skill used to maneuver a ship by means of its rudder, sails and crew.

Gunnery - The skill a battery commander uses to have his pieces charged faster, or with different shot.

Carpentry - Used to repair sections of the ship.  
Leadership - Used to direct crew in fighting boarding actions.

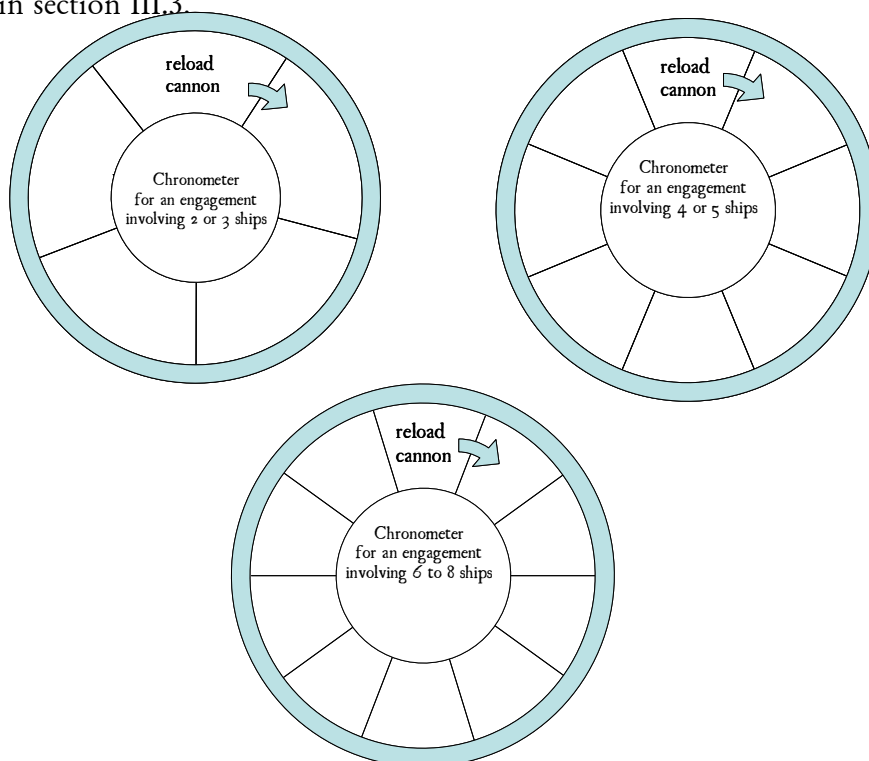
### *The Compass*

LoMaR uses a 16-point-compass as shown below. Changes in the wind direction are always made to full compass points. Ships may move on courses off compass points, though.

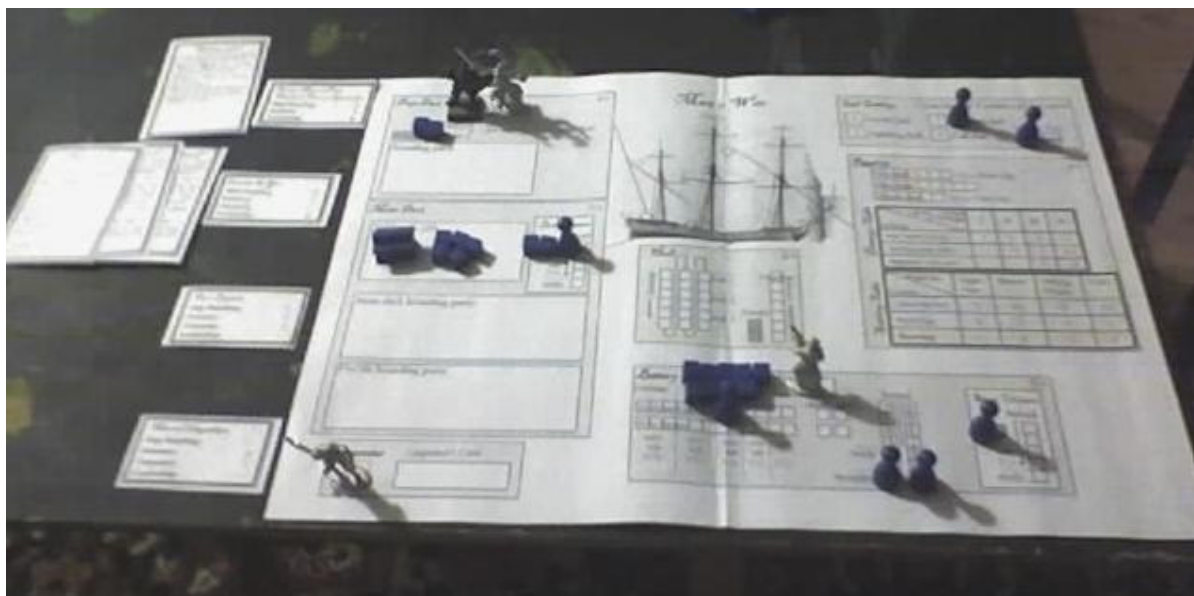


### *The Chronometer*

Depending on the number of ships participating in a battle, one of the “chronometers” shown below is used to keep track of how much time has elapsed in the game. This is particularly relevant to the frequency of gunfire, and will be laid out in detail in section III.3.



## II. Clear the Table for Action! – preparing a game



example of a ship sheet during a game

### *Setting up a Scenario*

You may modify every section of a ship sheet to your heart's desire, if it suits your scenario: ships may be damaged at the start of the game, or they might sport an unexpected complement of guns. Whatever you like, just make sure it's plausible in your scenario's story.

The basic parameters that you'll have to set down in order to play a scenario are the seascape (are there coastlines, islets, shallows, reefs?), the weather conditions, the participating vessels and characters and some sort of scenario objective (the most simple being 'sink the other bloke!').

The first thing you need for a scenario is an idea (duh!). A well-developed scenario has some sort of objective, storyline, victory condition etc. that ensures the players' do not just try to duke it out amongst their ships. Look to novels and films for inspiration, and be sure to look beyond topic material. Other subjects may well have nice scenario ideas concealed in them: the escape from Hoth out of Star Wars V might be converted into a pirate squadron attempting to flee from a harbour before the Royal Navy can bring their big ships' cannon to bear. That should leave you with a wealth of ideas for cutting out prizes, rescuing princes, taking governor's daughters hostage, stopping couriers or sinking the 'Black Swan' at anchor.

For an encounter on the high seas (i.e. without maneuver constraints) and in strong winds, you should expect to have ships draw apart by upwards of two dozen SSL, so providing a table that is 30 SSL across on a reaching course is a good idea.

### *Preparing your ship sheets*

At the beginning of the game, you have to create the situation from which the action takes off. In more intricate scenarios, the state of repair of participating ships, their crew complement or the reload status of its guns may be prescribed. For a simple game, just take the standard values given below. Follow this procedure:

Place damage markers: if any ship is damaged at the beginning of the game, place damage markers at the appropriate damage levels.

Ships' officers will have to be assigned to stations. Mark their positions on the ship sheet with their counters or miniatures

The reload status of the ship's batteries has to be determined. Place markers on the appropriate boxes of the batteries' reload tracks. Ships might start with their guns shotted and prepared for an initial broadside if the scenario is a set battle, or they may be unloaded, if the scenario is a surprise raid.

A typical complement for a Man o'War would be a complete set of sail hands, and a full gun deck (i.e. twice the cannon crew indicated on the ship sheet), with a sixth of that total in marines thrown in for good measure. Pirates will have easily have double cannon crews and double sailing hands crammed into their tiny vessel, while merchantmen will tend toward a more miserly payroll, crewing their ships with the required sailing hands only.

### *Preparing your officer cards*

First off, you should determine the degree of experience both your officers and your crew disposes of. There are three classes of experience, to wit: green (d4), regular (6) and veteran (d8). In a standard game, crews would be regular, while officers would be veterans.

That done, assign your officers to their stations by placing their model in the appropriate section on your ship sheet. You will also want line up your officer cards next to the ship sheet, to have some place to put resolved command cards (see III.3).

### *Preparing the weather slate*

That one's simple. Just note the prevailing wind direction and strength, and determine which weather table is to be used in the game. The weather tables may be found in the Appendix. They are intended to add some variety to games, making maneuvering more of a hazard and so on. When in doubt, just choose the 'Steady Winds' table. Reset your Chronometer to the original position.

## III. Battle is joined – the game turn

Once the preparations have been taken care of, the game commences with its first turn. Every turn is made up of a sequence of phases, to wit: *maintenance*, *command*, *action* and *entanglements*. The maintenance phases take care of ongoing events like weather change, repairs, fires etc. In the command phase, each ship's player plans the sequence of orders that his crew is supposed to carry out in this turn. This sequence will then unfold in the action phase, to the accompaniment of divers die rolls, gunfire, uncouth language and general mayhem.

### III.1 Hop to it, lads! – maintenance phase

This phase covers everything that goes on continuously aboard your ships. You can run through your maintenance phase either in your own time by yourself, or in turns under referee supervision (for the less trusting player):

### ***Determine Weather Conditions:***

Roll a d10 at the beginning of the turn and add to current weather change score. If a certain score is reached (as indicated by the weather table), roll on the weather change table (see appendix). The new weather conditions are then noted on the weather slate, and the weather change score is reset to zero.

#### **Weather:**

start of turn: add d10 to change score  
if  $\geq$  threshold, roll for weather change

After weather changes have been determined, each player will then run through the following sequence:

### ***Check for Strain on the Rigging:***

Occasionally, captains will find their ships under too heavy a press of sail for the prevailing wind strength or maneuver. This may be due to an unexpected change of weather, or because he needs to get somewhere (or away from something) fast. Either way, whenever a ship has Full Sails set in Strong Winds, roll a d6 for each mast. If the result is equal to or lower than the current damage on that mast, advance the damage counter by a box. On a natural roll of 1, advance it by two boxes.

The same applies for the All Plain Sail setting in a Gale. If Full Sails are set in a Gale, use a d4 instead.

#### **Strain on rigging:**

Strong winds:  
full sails: d6 each mast  
if  $\leq$  current damage: +1

#### **Gale:**

full sails: d4 each mast  
all plain: d6 each mast  
if  $\leq$  current damage: +1

on natural 1: +2

### ***Leaks***

In the course of an engagement, a ship's hull is bound to sustain damage and thus spring the occasional leak. Exactly how much water is pouring into the ship may be read off of the hull's damage track: after a certain amount of damage you'll find an entry 'leak [number]'. Move the water level marker up by so many boxes each round. Upon reaching the box 'founders', the ship starts to go down and is out of the game to all intents and purposes.

Each crew figure manning a 'pumps' box lowers the water level by 1. This happens simultaneously to the water leaking in, so just move the water level by the net result of both effects.

#### **Leaks:**

move water level by:  
leak [number]  
/. manned pumps

## **III.2 'Belay that order!' - command phase**

### ***Building your Action Stack***

First off, each ship is dealt a number of 'Sailing' Cards according to the amount of canvas the ship has set:

Full Sail (9 cards) - Every last stitch, up to and including personal undergarments. If it's made of fabric, it's aloft now.

All Plain Sail (7 cards) - appropriate for speedy sailing in favourable weather conditions. Specifically, courses are set, as opposed to...

Fighting Sail (5 cards) - ... which indicates that topsails and topgallants are set, while courses are furled. This is to prevent the canvas of the lower sails from catching fire from gun discharges etc.

Storm Sail (3 cards) - This sail setting is used in heavy gales or storms. Just about all sail has been taken in. Some minimal amount of canvas is kept aloft to stabilize the ship and give it steerage way.

These cards, together with the Command Cards selected by the ship's officers, will be used to construct the sequence of actions (called an 'Action Stack') the ship runs through in the current turn. A 'Sailing' card represents a certain amount of headway a ship makes. Also, 'Sailing' cards are used to keep track of the time elapsed, which makes them relevant for reloading cannon. (For details, see III.3 and III.4).

Next, ships' officers select the Command Cards they wish to play in this turn. Playing a Command Card does not automatically ensure that the command is executed. Instead, when a Command Card comes up in the Action Phase, the officer giving that order must roll the dice for a Command Check, to ensure its execution. This is a bit of a gamble: the more commands an officer selects in the Command Phase, the higher is his risk of bungling one or throwing his sailors into confusion in the Action Phase. This is reflected by the fact that an officer's Skill Check is modified by the number of Command Cards he has already played in this turn. For details see III.3, but the important idea for the Command Phase is: the amount of commands a ship's crew can execute is limited, so carefully choosing how many and which commands to give in what order can make all the difference. Commands are detailed in section III.3.

Now every player should have a number of 'Sailing' and Command Cards. Those cards are put into the Action Stack, in any particular order, following those guidelines:

- In order to simulate gradual movement, 'Sailing' Cards should be spaced evenly through the action sequence: suppose that you have three 'Sailing' Cards (S) and three Command Cards (C) in this turn, you should construct a sequence like this: SCSCSC or CSCSCS.
- If you have different numbers of Order and 'Sailing' Cards, you're given a bit more leeway: Put together a regular sequence and insert the left-over cards wherever you want (e.g. SCCSCCSCC and C might give you SCCSCCSCC, SCCSCCSCC or SCCSCCSCC). For the mathematically inclined: divide the greater number of cards (of one type) by the smaller, rounding down. Put the resulting amount of cards (of the type of which you have more) in between each of the cards of the type of which you have less. Insert the left-over cards wherever you want. Savvy?
- Some examples:
  - one more Command than Sailing Cards: begin and end with Command Card
  - one more Sailing than Command Cards: begin and end with Sailing Card
  - seven Sailing, four Commands: start with SCSCSCSCS, then insert the two S wherever you want them, but don't have more than two S in sequence
- Some Command Cards have special rules mentioned on the card face. These may result in additional restrictions on the card sequence.
- Be sure to build your Action Stack from the bottom up: The first card you want to come up in the Command Phase goes onto the table face up, the next goes on top of that and so on. When your stack's finished, flip it over, and you're ready to play.

The Action Stack is the main tactical instrument in this game. By carefully plotting their action sequences, players may outmaneuver enemy ships, may ensure that their ship's gunfire is effective, keep their ship battleworthy etc..

### III.3 ‘Pint o’ Grog to t’Gun that topples her Foremast!’ - action phase

#### *Who goes first?*

At the beginning of each Action Phase, every ship’s captain rolls a d10, adding the highest ‘Tactics’ skill among the officers currently present on the poop deck. Descending from the highest score, players may now choose what position their ship has in the turn sequence. For example, the player scoring highest on his ‘Tactics’ roll may choose to go first, last, as number four, or whatever suits his plans. This determines the order in which ships are activated this turn. The captain may then change his station at will.

#### **Determine order:**

roll d10  
+ captain’s ‘Tactics’  
highest chooses position  
first

#### *The Chronometer*

While the outcome of most activities that happen continuously aboard engaged vessels may be simulated in the Maintenance Phase (see III.1) without undue constraint to tactics, this is not true for one thing: reloading cannon<sup>1</sup>. To keep track of the time elapsing between salvos, LoMaR uses the Chronometers and the ‘Sailing’ cards: every time any player has resolved a ‘Sailing’ card, advance the Chronometer one step. Once the Chronometer has completed a cycle and reached the ‘reload’ position, enough time has elapsed to allow all vessels to gradually reload their batteries. Every ship on the table may advance their reload status markers as detailed below. As the amount of ‘Sailing’ cards resolved per round varies with the number of engaged vessels, different chronometers have to be used<sup>2</sup>:

2 or 3 ships: 5 steps  
4 or 5 ships: 8 steps  
6 to 8 ships: 10 steps

If a ship is taken out of action, finish the current Chronometer cycle and substitute the appropriate one (if necessary) once the current has reached ‘reload’.

**Reloading Cannon:** Gun batteries need a certain amount of crew markers to function properly. The currently required crew may be read off the batteries damage track. This amount is put down as per battery. In a one-on-one engagement, you will usually only have to reload one battery at a time. Should both batteries be in need of recharging, you may split the cannon crew as you see fit. So, you could assign 4 of the crew markers present in a 12 strong cannon crew to reloading the port guns, while the other 8 are reloading the starboard ones.

Every gun battery which is **fully crewed** moves **two** boxes up its reload track. Batteries are considered fully crewed when they have the required number of crew markers assigned to them (see damage track).

Gun batteries are considered to be **under-crewed**, when they have less crew markers assigned to them than their damage status demands, but still have more than half that number. **Under-crewed** batteries move up **one** box on their reload tracks.

Batteries are considered **uncrewed**, when they have less than half the required crew, but at least one marker assigned to them. Uncrewed batteries move forward **one** box

#### **Reloading:**

fully crewed: 2  
  
under-crewed: 1  
  
uncrewed:  
1 on ‘Gunnery’ check  
  
crack crew: +1 on  
‘Gunnery’ check  
  
green crew: -1 if  
‘Gunnery’ check fails

<sup>1</sup> You might argue that other processes, like repairs, fire-fighting etc. might be modelled more accurately as ‘ongoing’. That’s certainly true. These things were assigned to the Maintenance Phase simply in order to speed up game-play in the Action Phase.

<sup>2</sup> Otherwise, reload speed would increase with the number of ships on the table. Not a plausible effect.



on their reload tracks only if their commander passes an unmodified Gunnery skill check.

**Crack** gun crews occasionally may occasionally exceed the performance of regular crews: if the Battery Commander in charge of crack crew markers makes a successful **Leadership skill check**, his battery moves up an **additional** box on the reload track.

In batteries handled by **Green Crews**, the Battery Commander needs to make a successful **'Gunnery' skill check** in order to have his battery reload as normal. If he fails, the battery moves up **one box less** than normal up the reload track.

## *Resolving Actions*

The currently active ship's player flips over the topmost card in that ship's Action Stack and resolves the action. Usually, he will have to make a Command Check for an officer, as detailed on the Command Card. Alternatively, the ship's captain may decide to give that command personally, if he has the appropriate skill. However, the captain incurs a +1 penalty to his roll if he issues that order from another station. If a station's officer has been killed or is otherwise indisposed, one sailor from that station's crew may take over. He is considered to have the appropriate skill at level 5. After its resolution, each Command Card is placed on the Character Card of the Officer who gave that order, regardless of whether it was carried out successfully or failed miserably. The number of orders already given by an officer in the current round is used as a penalty on subsequent Command Checks (i.e. you add it to the roll). Sailing Cards are put on top of the last Maneuver Card that has been resolved.

Once that has been completed, the next player resolves his first card, and so on until all cards have been resolved. If players run out of Actions before others do, just drop them from the activation sequence.

Note that the action resulting from a cards resolution must be carried out. Some commands may give you a bit of leeway as to the exact way in which the command is executed out, which you may use to adapt your plans to the events of a turn. However, you may not ignore a Command Card.

If, for some reason, a captain is unable to carry out a command (i.e. because he's ordered to luff when his ship is already as close-hauled as possible), he forfeits his action.

## *Maneuver Commands*

Maneuver commands form a distinct category, mainly because their Command Checks are all subject to a common set of modifiers. Whenever a Maneuver Command is given, factor in the following modifiers in addition to the one given in the Command Card and the one resulting from commands already given:

**Sail Hands:** a ship has a sequence of numbers in its 'Sail Hands' box. If it has a number of crew counters equal to or more than the first number manning its rigging, it incurs no modifiers to its Maneuver Commands. If it has less than that, but more or equal than the 2<sup>nd</sup> number, the modifier is +1; less than that, but equal or more than the 3<sup>rd</sup> number, +2 modifier etc.

**Rigging Damage:** the Rigging Damage table on a ship sheet gives a Maneuver Roll modifier, depending on the amount of damage the sails and masts have sustained. Add that modifier to every Maneuver Command roll you make.

### **Command checks:**

Captain stands in:  
+1 penalty

Crewman stands in:  
skill at 5

**Wheel/Helm status:** for every box that is either disabled or uncrewed on a ship's wheel or helm, add +1 to your Maneuver Command rolls.

For the sake of completeness, Sailing Cards are also detailed in this section, although they do not constitute Command Cards per se.

Players should leave a Sailing Card they played face up on their ship sheet until their next action, then discard it. That way it is easier to determine whether the next action may be a Maneuver.

### Sailing

This card will have the ship move along its current course.

**Special Rules:** Advance the Chronometer by one step. If the Chronometer reaches 'reload' position, all vessels in the game may reload their cannon (see above).

**Station:** none

**Success:** Move the ship in a straight line by the amount of inches read off its Sailing Table. Reduce this amount by the speed modifier from the Rigging Damage Table.

**Failure:** n/a

### Back Tops'ls!

On this command some of the sails are set aback, to decrease a ship's speed.

**Special Rules:** In strong winds or a gale, check for strain on the rigging as per III whenever the 'Back Tops'ls!' order is given.

**Station:** Master or Captain, Ship Handling -2

**Success:** Discard the next Sailing Card in your stack when it comes up, resolving the card beneath it.

**Failure:** no effect.

### Heave to!

On this command, a vessel's sails are braced in opposition to each other, effectively stabilising the ship without giving it headway.

**Special Rules:** A ship that is about to heave to has to be reaching (i.e. have the wind coming from the port or starboard quarter). In strong winds or a gale, check for strain on the rigging as per III whenever the 'Heave to!' order is given.

**Station:** Master or Captain, Ship Handling -1

**Success:** Discard all Sailing Cards in your stack. The ship may lie hove to as long as it wishes. If its player wishes to get it under weigh again, roll a Ship Handling -1 check in the maintenance phase of the turn the ship is supposed to move. On a success, the ship will be dealt Sailing Cards as if it were at one sail setting lower than its current setting. Ships may turn without having resolved a 'Sailing' card after coming out of 'Heave to'.

**Failure:** no effect.

### Shorten sail!

Sail hands will run aloft, gathering in some sails and reefing others.

**Special Rules:** this order may only be given once per turn.

**Station:** Master or Captain, Ship Handling -3

**Success:** shift the Sail Setting on your ship sheet down one setting. Remember it will take until the next turn for this to have any effect.

**Failure:** no effect.

### Set sail!

Sail hands will run aloft, setting some sails and shaking the reefs out of others.

**Special Rules:** none

**Station:** Master or Captain, Ship Handling -3

**Success:** shift the Sail Setting on your ship sheet up one setting. Remember it will take until the next turn for this to have any effect.

**Failure:** no effect.

### Hard a'starboard

The helmsmen put the wheel over, turning the ship, whereupon the sails are braced accordingly.

**Special Rules:** this command may only be given if at least one Sailing Card has been turned over since the last Maneuver Command was given. A ship must always turn by at least one point when resolving this command.

**Station:** Master or Captain, Ship Handling -4

**Success:** turn the ship to starboard on the spot by as many points as its Rigging Damage table allows. Make sure that you do not turn it closer to the wind than its entry in the sail setting box allows.

**Failure:** no effect.

### Hard a'port

The helmsmen put the wheel over, turning the ship, whereupon the sails are braced accordingly.

**Special Rules:** this command may only be given if at least one Sailing Card has been turned over since the last Maneuver Command was given. A ship must always turn by at least one point when resolving this command.

**Station:** Master or Captain, Ship Handling -4

**Success:** turn the ship to port on the spot by as many points as its Rigging Damage table allows. Make sure that you do not turn it closer to the wind than its entry in the sail setting box allows.

**Failure:** no effect.

### All hands ready to tack ship!

Upon sailing close-hauled, the ship's bow is turned into the wind, and sails are braced round. The combined force of rudder and sails turn the bow through the wind, bringing the ship to a close-hauled course on the opposite tack.

**Special Rules:** this command may only be given if the ship is sailing as close-hauled as possible (see 'Sail Setting' box on the ship sheet), and if one or more Sailing Cards have been turned over since the last Maneuver Command.

**Station:** Master, Ship Handling -1 (-3 for predominantly gaff-rigged vessels, such as sloops, cutters and schooners)

**Success:** turn the ship on the spot, first directly into the wind, then next turn onto a course on the opposite tack that is as close-hauled as possible.

**Failure:** the ship goes into stays (see section III.3.1.). In any wind condition above a 'Breeze', check for strain on the rigging as per section III.

### All hands ready to wear ship!

Upon running before the wind, the ship's gaff sails, staysails and jibs are hauled over, allowing it to luff on the other tack.

**Special Rules:** this command may only be given if the ship is on a running course and if at least one Sailing Card has been turned over since the last Maneuver Command. It must be given if the ship is to change tack on the next course change.

**Station:** Master, Ship Handling -3 (-1 for predominantly gaff-rigged vessels, such as sloops, cutters and schooners)

**Success:** you may turn the ship onto the new tack by a point. Even if you don't, know that the ship is now on the opposite tack.

**Failure:** Ship remains on current tack. No further effect for square riggers. For predominantly gaff-rigged vessel in any wind condition above a 'Breeze', check for strain on the rigging as per section III.

## *All other Commands*

### **Repair Section**

The ship's master orders the carpenter and his crew to repair one section of the ship.

**Special Rules:** none

**Station:** Captain or Master, Leadership -4

**Success:** The Carpenter's figure is placed in the section of the ship sheet he is supposed to repair. At the end of the current turn, roll 2d6 for each crew counter in the carpenter's party. If the result is equal to or smaller than the carpenter's 'Carpentry' skill, move the damage marker back by one box up the section's damage track. Note that this action may be used to repair special sections (shaded-in boxes). The only thing that cannot be repaired in the course of an engagement are toppled masts.

The Carpenter remains in a section until he either gets another 'Repair Section' order or until the section is repaired, whereupon he moves to the 'Carpenter' box again.

**Failure:** The carpenter's party is confused, and no 'Repair Section' command may be given that turn.

### **Al Hands, Fight Fires!**

Seeing his most prized possession about to go up in smoke, the ship's master orders the sailors of burning stations to bloody well do something about it, chop-chop.

**Special Rules:** This command is not issued to a particular station, but rather affects all stations that have blaze markers on their damage tracks. This reflects that fighting fires is a frantic affair aboard a wooden ship, without much time for differentiation. May only be given once per turn.

**Station:** Captain or Master, Leadership -4

**Success:** Roll a d6 for every crew marker in a station that is ordered to fight fires. For each 6, remove one Blaze Marker from the damage track. The Damage Marker stays in its current position, no matter how many blazes are put out. For sections without a crew complement, such as the rigging, you may assign crew from the main deck to fight fires.

A station that has fought fires may execute no other orders this turn, as its crew is far too busy stamping out sparks and clearing up the horrible mess the fire has made.

**Failure:** no effect

### **Reallocate Crew**

The ship's master commands crew to man other stations, as the tactical situation requires.

**Special Rules:** none

**Station:** Captain or Master, Leadership -1

**Success:** you may rearrange the crew figures on your ship sheet in any way you like.

**Failure:** no effect.

### Aimed Fire

The battery commander gives detailed instructions to his gun crews, telling them what to target with their next shot.

**Special Rules:** the battery must be ready to fire (i.e. have completed its reload track) before this order can be given.

**Station:** Battery commander, Gunnery  $\pm 0$

**Success:** The next time the battery's guns are fired, the player may choose to assign particular targets to his ship's cannon. For more details, see III.3.2. If the aimed fire is not used on the current turn, it is forfeit.

**Failure:** The gun crews are thrown into confusion. The next time the battery is fired, reduce each die by one step.

### Load different Shot

The battery commander instructs his gun crews to charge their cannon with either chain or grape shot, increasing their effectiveness against certain target sections, decreasing it against others. (see III.3.2.)

**Special Rules:** may only be given once per turn.

**Station:** Battery commander, Gunnery -3

**Success:** The reload counter of that battery is moved back to its first box. Shift the marker to the shot type you wish to be loaded. The next time that battery fires, it is considered to be shot with the ammunition in question.

**Failure:** no effect.

### Prepare for Boarding!

A boarding party is assembled in anticipation to close quarter fighting.

**Special Rules:** This order is the prerequisite for fighting an offensive boarding action (see section II.3.3). Enemy ships may only be boarded when a boarding party has been assembled and sufficiently instructed.

**Station:** Captain of Marines, Leadership -2

**Success:** Move any number of crew markers into the 'Boarding Party' box from your main and battery decks. See section III.3.3 for how boarding actions are resolved.

**Failure:** The boarding party is thrown into confusion. No boarding attempt may be made that turn, yet the crew markers remain in the 'Boarding Party' box, thus being effectively removed from operating the ship. They may be sent back to their stations with a 'Reallocate Crew' order.

### Stand by to Repel Boarders!

The crew readies their blunderbusses, pistols cutlasses, belaying pins and sundry other implements to give enemy boarders a warm welcome aboard their vessel's deck.

**Special Rules:** none

**Station:** Captain of Marines, Leadership -3

**Success:** Executing of this order confers boni on a ship's company defending against a boarding attempt by an enemy. See section III.3.3 for resolving boarding actions.

**Failure:** The ship's company bewildered by conflicting orders. Resolve all subsequent Command Checks at +1 to the die roll until the end of the turn.

### Weigh Anchor!

Hauling on the capstan, the crew raises the vessel's anchor, freeing it to gather weigh.

**Special Rules:** obviously, the ship must be at anchor in order to execute this order. This order may only be given once per turn.

**Station:** Master or Captain, Ship Handling -2

**Success:** The ship is now free to move.

**Failure:** For some reason, the anchor fails to break free. The ship continues at anchor, and may try again next turn.

### Drop anchor!

The crew drops the ship's anchor, and prepares for a jolly night ashore (or something).

**Special Rules:** the ship must have taken away all sail to execute this order (see the 'Complications' chapter for more daredevil approaches to dropping anchor). This order may only be given once per turn.

**Station:** Master or Captain, Ship Handling -4

**Success:** The ship is now at anchor. Usually, it will swing round to have its bows point directly into the wind.

**Failure:** For some reason, the anchor fails to bite. The ship will be adrift for the remainder of the turn and for the next as well.

### Lower away boats!

The crew gets out the ship's boats, to conduct a daring raid, tow the whip in a calm, leave a sinking ship, or whatever.

**Special Rules:** the ship must be at a stand-still, either by being hove to, lying at anchor or having taken away all sail.

**Station:** Captain, Leadership -2

**Success:** As many ship's boats as desired are now lying alongside. Crew may be transferred at will.

**Failure:** In the confusion of clearing the boats for action, the order is misinterpreted. No effect.

### Take in boats!

The crew takes in the ship's boats, returning from whatever mission they've been on.

**Special Rules:** the ship must be at a stand-still, either by being hove to, lying at anchor or having taken away all sail.

**Station:** Captain, Leadership -2

**Success:** As many ship's boats as desired - that were alongside - may be taken in. Crew may be transferred at will.

**Failure:** In the confusion of readying the tackel, the order is misinterpreted. No effect.

## III.4 'Steady as she goes.' Movement

Movement under sail is governed by four factors: wind strength, a ship's attitude relative to the wind, the sail setting, and the damage that a ship's rigging has sustained. While this may sound like a complicated affair, all you really need to do is refer to your ship's 'Rigging' box. It contains all the information needed to compute the course a ship will follow during a turn.

Wind strength is classed for game purposes: 'light airs' indicates little to no wind, with the occasional puff to dramatically ruffle ladies' ringlets and heroes' curls; 'breeze' represents good sailing conditions where a maximum of canvas may be set without endangering the rigging; 'strong winds' means that things are getting a bit more uncomfortable, but are quite after a jolly sea dog's tastes; 'gale' is anything from a passing squall to a thunderstorm of biblical proportions.

A ship is moved whenever one of the following cards is turned over in the action phase (and the Command Check succeeds, where one is necessary).

**Sailing:** Move the ship directly forward by a number of inches read off the Sailing Table by cross-referencing current course and wind strength. Modify this number by the amount the appropriate column in the rigging damage table yields. It is not possible to reduce this distance in any other way, unless the ship collides with an obstacle (see 'Collisions' below).

**Turning:** Whenever a 'Hard a'port' or 'Hard a'starboard' card is turned over, you must change your ship's course by at least one point of the compass in the appropriate direction. The maximum number of compass points by which your ship may turn on one such Command Card is indicated by the rigging damage table. There is one more restriction on turning: a ship may never end its turn on a course that is closer to the wind than the angle indicated in its sail setting box. The only exception to this rule is going into stays (see below).

*N.B.:* A turning Command may only be resolved if one ore more Sailing Cards has been turned over since the last Maneuver Card was resolved.

**Tacking:** Tacking turns a close-hauled ship's bow through the wind and puts it close-hauled onto the other tack. In order to tack, a ship must be running as close-hauled to the wind as possible, and it must have resolved one Sailing Card since the last Maneuver Card was turned over. On playing the Command, turn the ship's bow into the wind and make the Command Check. If successful, you may turn the ship in its next activation on the spot onto the new tack, following a course that is as close-hauled as possible. The ship's player may not resolve an action at this point, he just turns his ship out of the wind. If the officer fails his Command Check, something happens which is called...

**Going into Stays:** For reasons such as lack of impetus or an uncoordinated crew, it may happen that a tacking ship loses all of its momentum whilst turning her bows through the wind. This is Not a Good Thing™. Immediately set aside that ship's action stack, as getting the ship under weigh takes precedence before all other commands. The ship effectively becomes stationary. All it may do until the end of that game turn is fire its batteries when it is the controlling player's turn.

In order to get the ship out of stays, the ship's captain or master must pass a straight Ship Handling command check in the next game turn's maintenance phase. If he succeeds, randomly determine the tack onto which the ship will veer. All Maneuver Command Checks in this turn will be made at +2 to the roll, reflecting the slowly subsiding confusion aboard.

If the Command Check fails, the ship may not take any action besides firing its batteries. It will drift to leeward by a ship's length every time it is the commanding player's turn.

If a ship goes into stays in strong or gale-force winds, check for strain on the rigging as per III.

**Drifting:** If a ship is adrift for reasons of going into stays, losing all masts or whatever else might happen, it will drift exactly downwind by half an SSL every time it is its commanding player's turn.

**Wearing:** Wearing takes a ship onto another tack by turning its stern through the wind. In order to wear ship, a vessel must run on a course with the wind directly astern and pass a Ship Handling Command Check at the appropriate modifier (see Maneuver Card). Success allows that ship's captain to turn it by one point onto the new tack if he so wishes. He may also continue on the current course, merely shifting his sails onto the new tack. Failing this roll incurs no negative consequences apart from possible checks for strain on the rigging (see Card).

**Collisions:** Whenever a ship touches another ship, the active ship's captain may choose to avoid the collision. In order to do so, he must pass a Ship Handling test at  $\pm 0$  (applying all current modifiers). If he succeeds, move the active ship as if the other ship wasn't there. If the Ship Handling test is failed, or the collision was with an obstacle, immediately discard the action stacks of all ships involved. For now, the ship or ships are considered to be 'entangled'. The entanglement is resolved at the end of the game turn, in the melee phase. The damage a ship suffers and inflicts upon ramming another ship or an obstacle depends on its (relative) speed and size and attitude.

The active ship is always called the "ramming ship", while the inactive ship is called the "rammed ship", irrespective of speed etc. When the rules require a ship's speed to be taken into consideration, this refers to the full number of SSL the active ship had to move in its current activation, regardless of the point at which the collision occurred; and to the number of SSL the rammed ship would have to move on its current course.

There are four types of collisions in LoMaR, which are defined as follows:

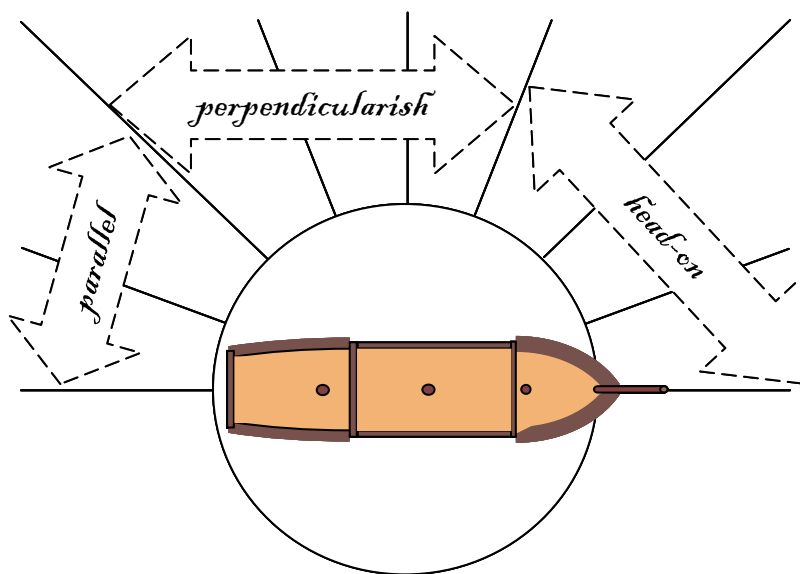
*head-on:* the rammed ship is hit from an angle within 3 points of its current course.

*perpendicularish:* the rammed ship is hit from an angle within 1 point forward of its beam and 2 points abaft the beam.

*parallel:* the rammed ship is hit from an angle within 2 points of its stern.

*running aground:* the ramming ship collides with any obstacle that is not another ship

Damage from a collision is inflicted on the hull: read off the appropriate number and type of dice from the procedure below, roll them against the ships' hull damage targets and advance the damage marker by the number of successes.





- (1) number of dice: the number of dice in the damage roll against each ship is equal to the relative speed of the collision. This is calculated as follows:

*head-on*: total the current speed of both ships in SSL (rounding fractions up)

*perpendicularish*: use the current speed of the ramming ship in SSL (rounded up)

*parallel*: use the difference in speed in SSL between the two ships

*aground*: use double the current speed in SSL of the ship running aground

If a ship collides with an obstacle, runs aground or collides with another ship head-on, check for strain on the rigging as per III.

- (2) die type: compare the currently undamaged hull boxes on both ships. The following table yields the type of dice used for the damage rolls against both ships.

weaker hull has...	weaker hull takes	stronger hull takes
less than a third of stronger's hull boxes	d12	d4
less than half the stronger's hull boxes	d10	d6
between half and equal hull boxes	d8	d8

- (3) ships that collide with their bows (usually the ramming ship, possibly the rammed, too) reduce the die type by one step.

Ships running aground derive their die type from the nature of the geographic item they chose to acquaint themselves with: coral reef or stone edifice – d10; rocks – d8; sands – d4.

**Falling off the Edge of the World:** It is quite likely that player's will not confine themselves to the table space as set out at the beginning of an engagement. No worries, though: should one ship threaten sail off a table's edge., just shift the seascape by some SSLs in it's direction. That is to say: move all table features (vessels, terrain etc.) by the same amount of SSLs away from the table edge in question. Make sure that you move all features parallel, so as not to change their relative positions.

In the case of a more involved table featuring coastlines, harbours etc., you may wish to define that whoever leaves the table has actually left the battle, in order to avoid shiftings of tectonic proportions.

### III.5 'Fire at will!' – cannon

#### *Can you open fire?*

Cannon come in five sizes (in this system, that is). Each size is associated with a type of die:

pea shooters: d4      light: d6      medium: d8      heavy: d10      very heavy: d12

Very heavy ordnance will only be found aboard ships-of-the-line or shore artillery. Each battery aboard a ship is equipped with a number of guns reflected by the dice stated under its damage track. Those dice are abstracted from the actual number and calibre of the cannon mounted in that battery, it rather is a representation of standardised 'broadside weight'. Batteries lose effectiveness when sustaining damage. This is reflected by the decrease in the number and class of dice as you proceed along

the battery damage track. All dice in a battery are always fired together. It is (for the sake of simplicity) impossible to keep battery dice for later use.

In order to fire a battery of cannon, two conditions have to be met: that battery's reload track must show that it is 'ready' (or below); the battery must at least be undercrewed (i.e. have more than half its required crew, see also III.1). You may then fire your ship's guns at any point in the game. You may fire as many batteries as you have at your disposal (including bow and stern chasers), either before, during or after resolving the current action. You may even fire some batteries before and some after resolving the action. If you fire them in your own action, treat shooting normally. If you fire while your opponent resolves an action, your shooting incurs damage target increased by 1. If both captains wish to fire at the same time, resolve the active player's shooting first. If a ship has lost its action stack, it still gets to fire if it's the controlling players turn.

Now that you know whether a battery is ready to open fire, you'll have to check what targets are in sight. Generally, batteries may fire at targets that are within an angle of 3 compass points, bisected by the direction in which the battery is facing. Thus a starboard battery may fire at targets that are to starboard, and up to one and a half points forward or aft of the firing ship. The easiest means for checking all this is the turning template, which has a firing arc noted on it. There is one restriction, however: if another ship blocks line of sight to a targeted vessel, the firing ship has to target the closer vessel (or forego firing). This holds true as long as any sizeable bit of the target is obscured by the closer vessel (use your discretion).

If there's target in sight of a battery that's ready to fire, one thing remains: check what range that target is in. This game uses three range bands for gunnery purposes: point blank, short and long. Point blank range is 3 SSL, short range is 6 SSL and long is 12 SSL. If a target is beyond 12 SSL of the firing vessel, it may not be fired upon.

### ***What does your volley hit?***

If a ready battery has a line of sight to a target in range, you may let fly. If the target is in short range, take the dice that are indicated by the battery damage track. If the target is in point blank range, adjust the dice upwards by one class, if it is in long range, adjust them downwards by one class and halve their number. This 'class adjustment' means that you exchange the dice for the next bigger or smaller type. E.g.: a battery that uses 10d10 at short range would use 10d12 at point blank, and 5d8 at long range.

Before rolling your battery dice, check what attitude the target vessel has relative to your ship. If it presents it broadside, you roll 2d6 to determine the location that received the shots on the table below. The 1<sup>st</sup> die determines if the target was struck forward, amidships or aft, the 2<sup>nd</sup> die yields the exact location. If the target presents its stern (aft) or bows (forward), you only need to roll the 2<sup>nd</sup> die, as the result of the 1<sup>st</sup> die is predetermined.

If the battery has received an 'Aimed Fire' order and the target is in short or point blank range, the controlling player may do one of three things: (1) he may choose a specific section of the target that he wishes to fire at. Do not determine the hit location at random. Instead, roll the battery dice for hits on that section, incurring a +1 modifier to that section's damage target; (2) he may adjust the 2<sup>nd</sup> die roll by 1 point up or down (after rolling); (3) or he may choose the result of the 1<sup>st</sup> die if the target is presenting its broadside. A target within long range will make it impossible to aim at anything other than the ship as such. A standing 'Aimed Fire' is forfeit in this case.

On a two-masted ship, assign results of “main mast” randomly to either fore or mizzen mast. On ships with just one single mast, all mast hits hit the main mast.

1 <sup>st</sup> die	1-2 forward	3-4 amidships	5-6 aft
2 <sup>nd</sup> die			
1	foremast	main mast	mizzen mast
2	foremast	main mast	mizzen mast
3	main deck	main deck	poop deck
4	battery*	battery*	battery*
5	hull	battery*	hull
6	hull	hull	hull

\*damage is sustained by the battery facing the firing ship. If in doubt, roll a die.

If the ship has more than one battery deck, assign the volley randomly.

If one battery is destroyed entirely, surplus damage blows through to the other side's battery.

## *Do you break stuff?*

Breaking stuff is quite straightforward in LoMaR: you progress through points (1) to (4), rolling your battery dice if so indicated.

### *(1) Regular Damage*

Roll your battery dice. Each die that equals or exceeds the targeted section's damage target (a number followed by a '+' in the upper right hand corner of the section in question) does one box of damage. Advance the marker up the section's damage track by that number of boxes. The results indicated by the comments under or next to the damage track are effective immediately (which normally means that they'll have to be considered when the targeted ship next activates). Going 'ka-boom' when rolling the dice is said to help, but that's unconfirmed information.

If the section that has been hit does not have regular damage boxes (i.e. you've scored a hit on the poop or main deck), remove one crew marker for each die that met or exceeded the damage target of the section hit. In this case, ignore step (2). If either section runs out of crew markers, remove the remaining from the other section.

### *(2) Crew casualties in the batteries and rigging*

If your volley damages a battery or the rigging, some of the poor blighters serving their stations may be adversely affected. Well, killed, not to put too fine a point to it. All dice showing a '1' on the regular damage roll will automatically remove a crew marker in the battery. In the case of a rigging hit roll showing a '1', remove one crew marker from the sail hands box on the main deck. Again, results are effective immediately.

### *(3) Officer casualties*

This rule is optional. If you want your captains and officers to take center stage, you should ignore it, as it might get them killed by a stray shot in the first exchange of fire. If there are officers present in the section that is taking damage, re-roll each die that inflicted crew casualties: on a(nother) roll of 1, a randomly determined character also takes one wound.

### *(4) Damaging particular items*

All dice that show their maximum roll (e.g. 8 on a d8) whilst exceeding the damage target of the station they struck, damage particular sections in that station, if there are any. These particular stations are bow chasers, stern chasers, pumps and the rudder (or anything else indicated by scenario, e.g. the golden throne of Itzapaticrop stowed away in the hold). In this case, place a damage marker on the shaded in box that represents that item, and transfer crew markers sitting on it to the regular crew complement of that station. NB: This is in addition to damage inflicted in step (1). Also, if the maximum roll equals the damage target, no particular item is hit.

*A note on powder magazines:* this system lacks rules for chance hits in the powder magazine. This is a deliberate deviation from accuracy, as such a hit tends to severely constrain the vessel's controlling player's options in the subsequent turns. If you are so inclined, you might want to add some shaded-in boxes to a vessel's hull section to represent the powder magazine. If all are taken out, pop goes HMS »Weasel«. Be sure to have a generous amount of cotton wool handy to model the consequences on the battlefield.

## *Special situations*

### *Excess Rigging damage*

#### **Damage special rules:**

no damage boxes in section: hits kill crew, 1s have no effect, surplus hits spill over

damage boxes in section: 1s kill crew

crew casualties:  
re-roll each inflicting die: 1 wounds character

maximum rolls:  
destroy shaded box if on/above damage target

excess rigging damage:  
spills over onto next mast, unless fire came in from broadside

broadside:  
damage target -1

grape:  
only at point-blank;  
ignore hull hits; battery DT+1, 2x 1s to kill 1 crew; rigging DT+1; main and poop 2+ kills crew

chain shot:  
rigging DT-1, all other DT+1

Damage to a ship's rigging is a particular case, as that section has three separate damage tracks. If a volley scored enough successes to topple the mast it hit, and still has successes to spare, proceed as follows (the same procedure is valid for hits on a mast that was already down before the volley): if the volley struck the target from its bow or stern quarter, carry the excess damage over to the mast behind the one that got shot down. If it struck from the target's broadside, excess damage is lost as the shot passes through the space formerly occupied by the mast.

#### *Firing broadsides*

A battery commander may order his men to fire a broadside, if the reload track of the battery in question indicates its ability to do so. Then, the battery's cannon are discharged simultaneously (more or less), hopefully inflicting more damage on the enemy. Reduce the damage target for this volley down by 1 after determining hit location. If the Gunnery Skill Check fails, the battery will fire regularly.

#### *Raking fire*

Raking shots, i.e. shots that hit a ship either directly from astern or ahead are particularly dangerous: they will travel the length of the ship, doing more damage as they pass. Ruleswise, this means that if the firing ship is athwart a line drawn along the keel of the target ship, all battery dice that fail to do damage to the section they hit may be rolled again for the section 'behind' it, until they have passed through the length of the ship. Which section is 'behind' another is fixed as:

Foremast - Main mast - Mizzen mast

Main deck - poop deck

Hull - battery.

And vice versa, of course. Note that the firing player may decide to pick up a die that did not do damage and roll it for the section behind it, even if it would remove a crew marker. Ignore the crew casualties in this case. On the re-roll, crew casualties may be caused by 'blow-through' damage.

In addition, ship's sterns tend to be lightly built, offering less resistance to projectiles. Thus raking fire from the stern quarter reduces the damage target of each section taking fire by 1, making it more susceptible to injury.

#### *Different types of shot*

By default, it is assumed that batteries fire round shot. All rules so far have been formulated on that premise. Occasionally, a battery captain may wish to charge his pieces with more specialised ammunition. The plethora of projectiles used historically is here subsumed in two categories: chain shot (used to tear an enemy's rigging to shreds) and grape shot (used to decimate enemy crew).

Grape shot is only effective at point-blank range. If a battery fires grape at a target beyond that range, consider the volley wasted. Grape that hits the hull is also ignored, as it is not heavy enough to damage a ship's timbers. Grape hitting the rigging raises the damage target by 1. Grape striking the battery deck will increase the damage target by 1, and only remove one crew markers per two results of '1' rolled. However, grape shot hitting the poop or main deck will be quite devastating: all dice that show a 2 or higher will remove one crew counter from that section.

Chain shot is a bit easier to handle: it reduces the damage target of the rigging by 1, and increases the damage target of all other sections by 1. It causes crew casualties in the same way that round shot does.

#### *Stern / Bow Chasers*

Actually, bow and stern chasers are nothing special. They fire just like normal batteries, suffering the same restrictions. They may not be fired as a 'broadside' (after all, they're usually just two pieces). The only thing that sets them apart is that they are represented by shaded boxes, i.e. they can only be damaged in step (4) above.

### III.6 'Have at 'em!' – entanglement phase

The Entanglement phase is where entangled ships are addressed. Ships that have run aground or collided with a natural obstacle may skip to the last paragraph, 'Breaking Free'. If they're still afloat, that is.

Two (or more, cf. 'Nelson's patented bridge for boarding first rates') hostile ships that have collided with one another, either intentionally or through sloppy navigation, are considered to be fighting a boarding action. If all collided ships belong to the same side, again proceed to 'Breaking Free'.

In a boarding action, each ship's company tries to take over enemy deck sections. Once all deck sections have been won, the enemy is considered to be taken, opening the way for prize money, a celebratory round of grog, verbally abusing the prisoners etc. What sections a ship has is governed by its type: the most basic, flush-decked ships have just a main deck, ships with a poop deck have an additional aftercastle, and ships with a raised bow have a focs'le besides that. To visualize what is going on, each ship in the game should have a deck plan ready. This deck plan shows the ship's sections and provides a sort of gameboard on which crew markers engaged in a boarding action are placed. Set those deck plans out on some part of the table, and arrange them to match the ships models' position relative to each other.

Then, run through the following sequence:

(I) *Grappling* It may be advisable to try and fasten an opponent to your ship beyond the effects of the original collision, usually by means of grappling hooks. Every crew marker in the sail hand box of all participating ships may roll a d6 (if he so wishes). A result of 6 indicates a hook that bit. Keep track of that number (e.g. by placing a die between the ships).

On the other hand, you may want to disengage to avoid bloody slaughter. Every sail hand crew marker that did not throw grapples, may try to cut them: again, roll a d6 and remove one 'hook' for each six rolled.

(II) *Hauling* This phase is NOT resolved in the first game round in which the boarding action is being fought (crews are still too busy recovering from the impact and chucking grapples all over the place). Only resolve it in subsequent phases. Each ship that wants to close the gap between ships by hauling the other (or themselves) alongside rolls a d6 for each 'hook' in place. If the total exceeds the SMALLER ship's original number of hull boxes, that ship is dragged alongside the larger ship. Just push deck plans and models together in the direction that seems most plausible.

(III) *Fighting* In the *first round* of a boarding action, only models deployed in the ship's various 'boarding party' boxes may fight. All other crew is still busy grabbing their weapons and getting their bearings. These crew markers will enter the fray in the *second round* of any boarding action, as it is assumed that whilst ships are entangled, there is little point in sticking to your guns or gallivanting about the rigging. Markers from the battery section will join the fight on the main deck, markers from the sail

hands box may be deployed in any section, as it is assumed that they are sliding down stays and the like to wherever they want to go.

Now we're getting to the actual 'cutlasses and blunderbusses' bit. Again, a healthy amount of "Arrr, matey!"s and moderate doses of suitably cinematic insults to the opposing player are very much within the spirit of the thing. Every boarding action is resolved in a number of combats: combats are either between adjacent or within contested deck sections. 'Adjacent' includes both sections of the same ship (a brave few defending the poop against the slaving horde on the main deck) and adjacent sections of both ships. Refer to the deck plans to see which sections are adjacent to each other. 'Contested' sections are all those that have markers from both sides in them. Combats are resolved in sequence, even though they happen simultaneously 'in-game'. This means that new combats cropping up in the course of the turn in consequence of crew marker movements, are NOT resolved in the current turn. Only combats that were possible at the beginning of the turn may actually be resolved.

(1) First off, both captains make a 'Leadership' skill check to see the order in which to resolve combats: the captain with the better (i.e. lower) roll determines the order of combats.

(2) Fight one combat for each pair of adjacent sections even if that means that a section will fight more than once per round. Note that this also means that crew markers may fight more than once per round (if they survive long enough). Fighting itself is simple: Both sides roll one die for each crew marker in the combat. A roll of 4+ scores a hit, a roll of 8 scores two hits. Green crews roll d4, normal roll d6, veterans roll d8. The number of hits is compared and the winner may use his surplus hits in the following ways:

Action	Effect	Prerequisites
Disengage	move 4 own crew markers per surplus hit from a contested section to one you hold alone.	adjacent uncontested section
Push back	for each surplus hit, move 2 enemy crew markers out of that section into an adjacent one that has enemy markers in it.	may only be used from contested sections; must have adjacent section with enemy crew markers in it
Invade	for each surplus hit, move 3 of your own crew markers into the section you're fighting against.	
Kill	for each surplus hit, remove 1 enemy crew marker from the section you fought against. Officers are removed last (heroically going down with a curse etc.).	

For the purposes of moving between sections, officer models count as one crew marker. Note that surplus hits may be split between results: you might use 5 surplus hits to kill three enemy markers (for 3 hits) and invade with six of your own (for 2 hits).

(3) Support: An uncontested section that has no adjacent enemy uncontested section is not required to fight (even if it has an adjacent contested section). However, it may support other combats in the following ways: either join in a combat in an adjacent contested section; or assist in any combat between two uncontested sections (by musketry, grenades and the like); in both cases, add one die per 2 supporting crew markers to the combat. [Optional rule: officers in a supporting section may split support by passing a 'leadership' command check. If that is failed, that section is confused and does not support anyone].

(4) Ships being boarded with 'Standby to repel boarders' have one advantage: they gain an automatic additional hit for each full set of 4 crew markers in each combat during the first turn of the boarding action. Crews standing by to repel boarders may not invade in the first round of the boarding action.

#### *(IV) ...and live to fight another day*

At the end of each Entanglement Phase, all sections in which one side is outnumbered (i.e. has less than half the amount of crew markers that the dominant side has), have to check for surrender. Roll the crew die (green - d4, normal - d6, veterans - d8). If the result is 3 or less, the crew markers in that section surrender. Officers with the 'Leadership' skill fighting in that section give a bonus of +1 to that roll.

#### *(V) Breaking Free*

Ships may disentangle themselves from obstacles or each other by means of a successful Ship Handling roll. If the ship collided with an obstacle, make a Ship Handling roll for the commanding character, which is modified in the following way:

If two ships are entangled, and one captain wishes to disengage, both captains make a Ship Handling skill check. The check of the captain wishing to break away is modified by the number of grappling hooks still in place between the ships. The roll that



succeeded by the larger amount governs what happens. If both rolls succeeded equally well, the player commanding the bigger ship decides what happens.

If two friendly ships are entangled and wish to disengage, both captains may make Ship handling skill checks. If one or both succeed, the ships manage to break free from each other.

If the ship(s) break free, shift them apart by half a SSL. In the next turn, they may activate normally.

#### *(VI) Reallocate Crew*

At the end of the Entanglement Phase, captains may try to reallocate as many of their crew markers as they like between uncontested sections, if they pass a 'Leadership' skill check. Crew markers may only be moved one section, and only from uncontested sections into uncontested or empty ones. If both captains in a combat wish to reallocate, the captain that passed his 'Leadership' check by the smaller amount has to move first.

## IV. Complications

The following section contains rules which might add colour to the game for routine players. They are not recommended for players still trying to come to grips with the rules stated above, as they would probably prove confusing.

### **Optional rule: Crew Quality**

Crew quality has been mentioned in various sections of the core rules. This paragraph summarizes those rules and adds some more. Officers are not subject to these rules, their quality is expressed by means of their skill levels.

Green crews: fight with a d4 in boarding actions;

- impose a +1 modifier on all maneuver commands;

- may not be given the 'Aimed Fire' order;

- force their battery commander to make a successful 'Gunnery' skill check in order to reload as normal. If he fails, the battery moves up one box less than normal.

Crack crews: fight with a d8 in boarding actions;

- give a -1 modifier on all maneuver commands;

- allow their battery commander to make a Leadership skill check, and move up their battery by an additional box if it succeeds.

### **Optional rule: Dead Reckoning (contributed by Bill Payne)**

This variant only works with a GM'ed game: here, players don't have physical control over their ship. The GM will move all ships and take all measurements. Players are not allowed to put neither ruler nor template to the table. Instead, they'll have to gauge with the eye in much the same way a real captain had to do it. When they attempt a course change, the GM will ask them how many points and they will have to answer without seeing the compass on the board. Then the GM will put the compass down and turn their ship himself.

## Optional rule: Blazes

Not accounting for the various ways<sup>3</sup> how ships might catch fire in reality, these rules are restricted to fires breaking out ‘per scenario’, as it were. That’s to say: in LoMaR ships will only catch fire if someone deliberately sets out to put them to the torch. This may happen because of sabotage (which will have to be dealt with by the specific scenario’s rulings). A ship may be deliberately lit on fire in the course of a boarding action: for each complete three crew marks in an uncontested section, their player may place one red ‘Blaze’ marker on the appropriate damage track of either the main deck or the corresponding mast.

Lastly, ships may be hit by incendiary ammunition. For now, this is restricted to red-hot round shot fired from shore batteries or ships specifically prepared for the task. In this case, raise the damage target of the section hit by 1 (handling red-hot shot is tricky business and impairs aiming); for each hit striking hull or battery, place a red ‘Blaze’ marker instead of a damage marker.

Once a part of a ship is ablaze, the crew would do well to do something about it, as flames spread very quickly across ships constructed of wood, canvas and tarred rope. A section is on fire when it has red (blaze) markers on its damage track. Each section on fire gets another blaze marker placed on its damage track in the maintenance phase. If the section in question is the vessel’s rigging, two additional markers are placed. The boxes on the damage track covered by blaze markers are considered to be destroyed. That means that the actual damage counter for that section gets pushed along in front of the blaze markers.

Roll a d10 for every section ablaze in the maintenance phase: if the result is lower than or equal to the number of blaze markers in that section, the fire spreads to another section of the vessel, determined randomly. Immediately place a blaze marker on its damage track. How to extinguish blazes is explained in the ‘commands and actions’ chapter.

If a vessel’s hull is on fire, roll another d10: if the result is lower than the number of blaze markers on the hull damage track, the flames reach the powder magazine. The vessel gets torn to pieces, spread over a quarter mile’s worth of seascape, and removed from play.

If it’s raining, remove one blaze marker from each section exposed to the rain (usually everything apart from the hull and the battery decks).

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<sup>3</sup> I’ll have to admit that I am uncomfortable with rules on ships catching fire in a regular naval engagement. This is because in all accounts I’ve read, be they fictional or factual, this event seems to be highly coincidental in the course of regular battles. The only way to model this that I could think of, would be to attach a very small probability to some hits for setting things on fire. On the other hand, a fire going out of control is very likely to render a ship quite unfit for battle in very short time, if only because so many crew have to be diverted to fighting the fire. This, to me, seems an unfair and frustrating rule, which would add nothing to the game.

## Optional rule: Officer Traits

To make for a more varied game, you may give your officers some of the traits below. Each trait entails some special rules described under it. Officers should not have more than one Trait.

**Boarder:** The officer may immediately attempt a 'Prepare for Boarding' order if his ship comes into contact with an enemy vessel, even if that happens in the opponent's activation.

**Nose for the Wind:** The officer receives a -1 modifier to his skill checks when coming out of stays or getting under weigh from lying hove to. If his vessel would go into stays from a wind change, he is allowed an immediate 'Ship Handling' check to avoid this. Have his ship fall off to a course as close to the wind as possible.

**Accomplished Artillerist:** The officer may re-roll any number of dice from the first broadside fired in a game. This counts for both batteries (i.e. he may re-roll the first starboard and the first port broadside).

**Deft Helmsman:** The officer receives a -1 modifier to his 'Ship handling' checks for tacking and wearing.

**Weather Sense:** If an officer with that skill participates in a game, roll the dice determining the kind of weather change immediately after resetting the weather change score to 0 after a change has occurred. Keep this new roll covered up. Only players with a 'Weather Sense' officer aboard may look at the result. The result will be applied once the weather changes core has again reached its threshold.

**Disciplinarian:** An officer with this skill may sacrifice a crew marker once per round in order to pass a Command Check he failed. This represents beating some sailors senseless, and the others into submission, or issuing a reprimand for slackness on duty conveyed by a pistol ball to the forehead.

**Berserk:** Berserk officers roll two dice when fighting in a boarding action, which they may re-roll. However, they are exempt from the 'remove last' rule if their opponent chooses to kill crew markers.

**Luck:** A lucky officer receives six 'lucky dice' (d6) at the beginning of the game. He may expend the whenever he likes to on rolls caused by commands he issued. After such a roll, he may cast one lucky die per command, and substitute its result for the original die's result, if he sees fit.

## Divers Sailing Complications

**Current:** In some situations, it might be interesting to model the effect of current on a battle. In this case, define the strength of the current in terms of SSL, and its direction on the compass. Every time the chronometer reaches 'Reload', shift all ship affected by the current by the amount of SSL in that direction.

**Running aground:** If a ship strikes sandbar or a reef from windward, it is stuck for good in this system, unless it is warped or towed off (see below). If it struck from leeward, it might conceivably be pushed off by the action of the wind: in every maintenance phase after running aground, the Captain or Master may attempt a 'Ship Handling' roll in order to work his vessel loose. The following modifiers apply: +6 for light airs; +4 for breeze; +2 for strong winds; -3 for full sail; -1 for all plain sail; +3 for storm sail.

**Ships' Boats:** See the 'Commands' section for lowering and taking in boats. Boats move at 3 SSL whenever the chronometer reaches 'reload', maneuvering freely. For boarding purposes, each ship's boat is considered a separate section. A ship's company resisting a boarding attempt from ships' boats gains an automatic additional hit for each full set of 3 crew markers in each combat against the boat. Boats fired upon have a damage target of 6+. The first hit sinks the boat.

**Towing:** In order to tow a ship, the towing boats have to be manned with at least as many crew markers as the ship has hull boxes. They may start towing as soon as they have moved off their parent vessel (place them 2 SSL away in the direction of towing). Move the boats and ship by 2 SSL each time the chronometer reaches 'reload', turning through 0 more than 2 points.

If the boats try to tow a ship off of a sandbar or shoal, run through the following procedure in the maintenance phase: roll a d6 for each crew marker exceeding the number of hull boxes. Sum up the results. Apply the following modifiers, adding them for towing to leeward, subtracting them for towing to windward: 2 for light airs; 4 for breeze; 8 for strong winds; 10 for gale; 8 for full sail; 6 for all plain sail; 4 for fighting sail; 2 for storm sail.

**Dragging rigging:** If a mast is shot down, it will fall directly to leeward. Until it is cut loose, it will prevent the appropriate battery from firing. It may be cut loose by any officer stationed in the section at its foot (main or poop deck). Instead of resolving an action, that ship's player may have the officer make a 'Carpentry' roll at -2, which will dislodge the rigging upon success. Until it is cut away, the ship will move at  $\frac{1}{2}$  its usual speed, and turn towards the side over which the mast is trailing by 1 point every time the chronometer reaches 'reload'.

**Water-logging:** Once the water-level of a ship reaches one third of its maximum, that ship's speed drops by  $\frac{1}{2}$  SSL. Once the water level reaches two thirds, the speed drops by 1 SSL.

## Divers Fighting Complications

**Marines:** Marine companies get a separate crew markers. In boarding actions, they always count as Crack Crew. Additionally, they get a free volley at the enemies boarding party immediately before the boarding action begins. Roll one d6 for every marine marker and remove enemy boarding party crew markers for each result of 4+. The regular station of the marine detachment is the poop deck, its boarding party box, to be precise.

**Heeling:** Under a great press of sail, ships tend to heel over quite significantly, thus curtailing the effectiveness of their lee batteries. If more than storm sail is set in a gale, or more than fighting sail in strong winds, lee batteries will incur a +1 damage target increase.

## Expanding the system

The easiest way of expanding LoMaR is by adding new ship sheets and character templates. Let your imagination run wild, but remember two things: (1) while it is possible to compile a ship sheet for something with the sailing profile of a sloop, the speed and armament of a man-o'-war, extra crew and Nelson himself in command, where's the fun in playing such a monster? Be reasonable, and you'll have more rewarding games; (2) whatever you design, be so kind as to send a copy to this game's author, so he can make your stuff available to a wider public.

The rules and ship sheets in LoMaR were designed with small-scale engagements in the XVIIIth century in mind. 'Small scale' in this case means both very few ships and rather small ones, thus making it ideal for resolving battles between pirates and their prey or their hunters. While adapting the rules to squadron or fleet level engagements does not seem promising (given the amount of record-keeping involved), using them either for larger vessels or different periods seems feasible. So, if you are more of a mind to command a 74-gun ship of the line, or harass Spanish galleons in the times of the Armada, feel free to have a crack at it. I'll try and give some guidelines:

(1) bigger ships are easy, unless you want to game encounters encompassing the full range from sloop to 1<sup>st</sup> rate on the same table, which does not seem to promise a very interesting game. So, in order to play bigger ships, you might start by using the ship sheets provided and up-scale them in equal proportions: thus, a Man-o'-war ship sheet becomes the basis for a 74, and a navy snow's the basis for a 32-gun frigate, keeping most of the data as they are. You'll have to adjust sailing tables a bit, and for added complexity you may want to split the battery of ships of the line into two decks with different armaments and assign some more officers. But, assuming that two men-o'-war take as many broadside to sink each other as two 74s do, those are all the changes you'll have to make.

(2) different periods are fairly straightforward, too: going back in time, you'll find that gunnery becomes less effective, up to the point where, in Armada times, sinking a vessel by gunfire was to all intents and purposes practically impossible. That might be modelled by decreasing the batteries' dice classes, and reducing the number of battery dice. Another thing to bear in mind in gaming the sea dogs period is that both weatherliness and maneuverability were nowhere near XVIIIth century standards (some writers claim that galleons were quite unable to tack, and had to wear ship instead).

## Appendix I: Weather Tables

Mechanism: during the Maintenance Phase at the beginning of each turn, roll a d10 and add the result to the current weather change score. Once that score reaches a certain limit as set by the weather table, roll on that table and apply the resulting changes to the current weather slate.

### (1) Steady Winds

Default starting conditions: strong winds from a direction abeam of most ships on the table.

Weather change score: 12

Table of changes (2d4)

Result	Effect
2	wind gains force by 1 class
3	wind turns clockwise by 2 points
4	wind turns clockwise by 1 point
5	no change
6	wind turns counter-clockwise by 1 point
7	wind turns counter-clockwise by 2 points
8	wind drops in force by 1 class

### (2) Blustery

Default starting conditions: breeze from a direction abeam of most ships on the table.

Weather change score: 9

Table of changes (1d8)

Result	Effect
1	squall: wind goes to gale for this round, then reverts to current strength
2	wind changes to 'breeze'
3	wind turns clockwise by 2 points
4	wind turns counter-clockwise by 2 points
5	Wind changes to 'light airs'
6	wind turns counter-clockwise by 2 points
7	wind turns clockwise by 2 points
8	wind changes to 'strong winds'

### (3) Calm

Default starting conditions: light airs from a direction determined randomly after setup.

Weather change score: 9

Table of changes (2d4)

Result	Effect
2	wind changes to 'breeze' for one round, the reverts to 'light airs'
3	lull: no wind at all for the current round, light airs from a random direction in the next
4	wind turns counter-clockwise by 1 point
5	lull: no wind at all for the current round, light airs from a random direction in the next
6	wind turns clockwise by 1 points
7	lull: no wind at all for the current round, light airs from a random direction in the next
8	wind changes to 'breeze' for one round, the reverts to 'light airs'

### (4) Storm's Brewing

Default starting conditions: breeze from a direction abeam of most ships on the table.

Weather change score: 12

Table of changes (1d8)

Result	Effect
1	squall: wind turns clockwise by 1 point, goes to gale for this round, then reverts to current strength
2	squall: wind turns counter-clockwise by 1 point, goes to gale for this round, then reverts to current strength
3	wind turns clockwise by 1 points
4	wind turns counter-clockwise by 1 points
5	wind gains in force by 1 class
6	wind gains in force by 1 class
7	lull: wind drops by 1 class for one round, then reverts to current strength
8	no change

### (5) Storm's Aftermath

Default starting conditions: gale from a direction abeam of most ships on the table.

Weather change score: 12

Table of changes (1d8)

Result	Effect
1	squall: wind goes to gale for this round, then reverts to current strength (ignore if already at 'Gale' strength)
2	wind drops in force by 1 class
3	wind turns clockwise by 1 points
4	wind turns counter-clockwise by 1 points
5	wind drops in force by 1 class
6	wind dropss in force by 1 class
7	wind turns clockwise by 1 points
8	wind turns counter-clockwise by 1 points

