

Suggested Rules Modifications

The game *Frigate* as designed is rather unsuited for simulation of the typical situation involving frigates, that is actions involving one or at most a few ships on each side. The game mechanics are designed to allow each Player to handle a large number of ships without spending much time on any single one; this makes the handling of large fleets feasible, but eliminates the variations from ship to ship that add variety to smaller battles. The purpose of this variant is to introduce more variables, to extend the scope of the Players' decision making. Players will find themselves in the role of a ship's captain, or at most a squadron commodore, rather than the admiral of a major fleet.

Standard rules will apply unless specifically exempted in the following sections.

SEQUENCE OF PLAY

1. OUTLINE

- a) *Wind Direction and Velocity Determination Phase* (standard)
- b) *Movement Declaration Phase* - Players announce what the Movement Allowance for their ships will be in the current game-Turn, subject to wind, damage and momentum rules.
- c) *Command Control* (standard)
- d) *Movement/Combat Execution Phase* - Players move sequentially, executing attacks as desired during the phase.
- e) *Damage Control Phase* (standard)
- f) *Preservation Level Determination Phase* (standard)

2. THE MOVEMENT/COMBAT EXECUTION PHASE

This Phase is subdivided into four segments; at the beginning of the Phase, the Players decide who will move first in each segment of the Phase. The Players move each of their ships in turn so as to expend one quarter of its total Movement Allowance each segment (see the Quarterly Movement Chart). A Player may fire his ship's guns (subject to rules of Combat) at any time during a segment. That is, before, during or after either his or his opponent's movement. A segment is not considered to be completed until both Players have completed all their movement and have fired or declined to fire with all ships still capable of firing. Damage results from combat are applied at the end of the movement segment in which they were incurred, by the placing of appropriate hit markers. The effects of damage are felt in all remaining segments of the game-Turn.

3. SIMOVE

As can be seen from the above, use of SiMove has been eliminated. Players may continue to use it by writing down during the Movement Declaration Phase what their ships' Movement Allowance will be that turn. Movement for each ship is then plotted for one segment at a time, and executed simultaneously. Even if using SiMove, Players need not plot fire in advance, but may hold it for use at anytime during movement execution.

If a ship is subjected to Command Control rules, it must be moved in the one direction determined by the procedure. A new course need not be determined for each segment.

MOVEMENT

1. *MOMENTUM* - As in the standard game, a ship may not increase its speed by more than two Movement Points per Game-Turn, nor decrease it by more than four, except when running afoul.

2. *WIND* - The Effects of wind may vary from ship to ship, and according to the ship's facing relative to the wind. The maximum movement Allowance for various ship types are given on the Wind and Maneuver Control Schedule.

(Optional Rule) This rule provides for a state of no wind at all, and may be used with either wind table. When using the standard table and the wind becomes Calm, roll the die again; a result of 1 means no wind. When using the Optional Table, this condition occurs when the wind is Calm and then drops one level. When there is no wind, the Movement Allowance for all ships is zero, subject to momentum. A ship with no Movement Points remaining cannot even change direction. When the wind increases from a level of no wind, its direction must be determined anew; roll the die, with the new direction corresponding to the number rolled, with 1 being north, 2 northeast, etc.

3. *TURNING* - Movement and turning are done as in the standard rules except that some ships, under certain conditions, may turn up to three hexsides in one hex. The cost in Movement Points to turn varies from ship to ship, as detailed on the Wind and Maneuver Control Schedule. In addition, rule 6.43 is now mandatory, that is, there is an additional Movement Point cost to turn into the wind. "Turning into the wind" means the ship turns so that wind entering a side-rear hexside now enters a side-front hexside, or so that wind entering a side-front hexside now enters the front hexside.

4. EFFECTS OF MAST DAMAGE -

Normal rules apply unless otherwise excepted, but one additional effect is felt: when a ship receives a mast hit, whether or not this would result in its maximum Movement Allowance becoming less than its current one, its movement is reduced by one Movement Point in each of the remaining movement segments of that turn after the segment in which the damage occurs. Thus if the damage occurs during the last segment, it will have no effect in that Game-Turn.

5. *FIGHTING SAIL* - Many ship captains would, if time and circumstances permitted, reduce to "fighting sail" before engaging in combat. This entailed partially dismantling the rigging, striking below all spars above the topmasts. The only sails set were usually topsails, spanker and jib. To reflect this, each Player may elect at the start of the game to have any of his ships use fighting sail; no change from normal to fighting sail or vice versa is permitted once play has begun. The effect of fighting sail is to reduce the ship's maximum Movement Allowance by one-half, with fractions being lost. The benefits are that there is no further reduction in Movement Allowance due to 1 or 2 mast hits; when the enemy attempts to get mast hits on the ship, 1 is subtracted from his die roll. The ship is still dismasted by 3 mast hits, and the loss of one Movement Point in each remaining segment of the turn in which a mast hit is achieved is still felt.

6. *RUNNING AFOUL* - When ships run afoul, facing must be kept track of. Afoul ships are presumed to be lying side by side, facing in the same or in opposite directions. If only one of the ships had desired becoming afoul, its facing must conform to that of the other ship; that is, is it enters the other ship's hex through any of the three rear hexsides, it ends up facing in the same direction. If it enters through a front hexside, it ends up facing in the opposite direction as the other ship. If both ships had wanted to run afoul, facing is determined by the ship plotted to move the least Movement Points in that segment, or the ship furthest north if both had the same move.

b) Once they are afoul, since the ships are side by side, a record must be kept of which side of each ship is adjacent to the other. This orientation, combined with facing, may result in a ship being screened from hostile fire by the ship it is afoul of acting as a shield.

- c) A ship which is afoul cannot fire at any other target than the ship it is afoul of.
- d) A ship may automatically break away from a captured ship.

Wind and Maneuver Schedule

MAXIMUM MOVEMENT ALLOWANCES FOR WINDS FROM EACH DIRECTION RELATIVE TO ORIENTATION OF SHIP

SHIP RATING	TURNING COST	CALM:	LIGHT:	MODERATE:	FRESH:	SAG
14, 20						2
28, 32						2
36, 44(frigate)						1
50, 44(2-decker)						1
64, 74, 80						0
100, 110, 120						0
MM† (merchantman)						1

QUARTERLY MOVEMENT CHART

Total Movement Allowance Available Each Turn:	Movement Points Expendable in Each Segment:			
	1st	2nd	3rd	4th
1	•	•	1	•
2	•	1	1	•
3	•	1	1	1
4	1	1	1	1
5	1	1	2	1
6	1	2	2	1
7	1	2	2	2
8	2	2	2	2
9	2	2	3	2
10	2	3	3	2
11	2	3	3	3
12	3	3	3	3
13	3	3	4	3
14	3	4	4	3
15	3	4	4	4
16	4	4	4	4
17	4	4	5	4
18	4	5	5	4
19	4	5	5	5
20	5	5	5	5

Turning: "P" means the ship type can never turn three hexsides in one hex. Others may do so only if at the start of the movement segment the wind is entering the ship's hex through a side front or side rear hexside and the ship turns into the wind; or if at the start of the segment the ship is facing directly into the wind. These actions are called "tacking" and "falling off the wind" respectively; any other three hexside turns would be "wearing ship".

A ship can begin to execute a turn that will require expenditure of more Movement Points than are available in a given segment so long as the points are available during the rest of the Game-Turn. Some common-sense means of keeping track of points expended should be employed.

If a ship has a Movement Allowance of zero when moving dead to windward, it

may begin a turn in which it is facing dead to windward with a Movement Allowance no greater than that it used on the previous Game-Turn, less four. If this would be zero or less, the only movement the ship can make in the entire Game-Turn would be to turn one hexside away from the wind.

7. FACING WHILE DRIFTING - Whenever dismasted or afoul ships are subject to drift, they are faced directly into the wind. Other ships may assume any facing they want, as otherwise permitted in the rules. The effect of wind and wave on dismasted or joined hulls tended to push them parallel to the wind, and usually the crew of a dismasted ship would try to assume such a facing anyway, by use of sea anchor, to prevent rolling.

8. SAGGING (Optional Rule) This represents the bodily movement with the wind, called making leeway, that any ship does no matter what direction it is facing. The effect is only large enough to be felt in Fresh wind conditions; it is assumed negligible in weaker winds. All ships, even those drifting, are moved in the direction the wind is blowing, the number of hexes given in the "Sag" column of the Wind and Maneuver Control Schedule. This is done after all movement, including drifting, is complete.

COMBAT

1. CONDITIONS OF COMBAT

- a) Attacking is completely voluntary.
- b) A ship may be attacked more than once per Game-Turn, but no ship may attack more than once from each side in a Game-Turn.
- c) Each ship carries guns on two sides; each side may fire at full strength during one Game-Turn if neither side has yet fired and the ship has taken no crew hits. During subsequent turns, one side may fire at full strength and the other at half strength during a turn, unless a ship has taken a crew hit, in which case it may fire from one side only. The two sided fire capability is restored if the ship is able to remove all crew hits.

3. FIELDS OF FIRE - Ships have two fields of fire as delineated in the standard rules, one to port, the other to starboard.

a) A ship may fire at any one target in a field of fire, but only if the Line of Fire (LOF) is not blocked. Draw an imaginary straight line between the centers of the target and firing Ship's hexes. If this imaginary straight line passes through a hex containing another ship, the LOF is blocked and that target cannot be attacked.

b) *Raking*: The benefits of raking are achieved only if the firing ship is in the hex adjacent to the bow or stern of the target ship. If adjacent to the bow, the ship's Gunnery Strength is increased by one-half (fractions rounded to the nearest even number); if adjacent to the stern, the ship's Gunnery Strength is increased by

two-thirds (fractions rounded to the nearest integer).

c) *Chase Guns*: Most warships, and some merchantmen carried chase guns - light, long guns in the bow or stern which could be used to fire at fleeing or pursuing enemy. The field of fire of chase guns is all hexes not in a ship's regular fields of fire, up to a range of 7 hexes. A ship may fire both bow and stern chasers in the same Game-Turn, but may fire neither in the same turn in which a broadside is fired. The firing ship must have a clear LOF to the target to use chase guns. The effect of chase guns is this: roll the die twice, if two 1's are rolled, one mast hit is made. Chase guns can fire at only one target per turn for each set, i.e., one bow target and one stern target.

3. MULTI-SHIP COMBAT

- a) As indicated, a single ship can fire at most at two targets in a Game-Turn. The targets must be in different fields of fire.
- b) (Optional Rule) Due to the low odds and sparse probability of causing damage when one ship fires at another of comparable strength, Players may tend to concentrate all available fire on a single target to obtain better odds. This was seldom done in actual battles. To simulate this, each ship must fire on the nearest enemy ship not already fired upon in that turn, unless it is afoul or there are no other targets within two hex range.

4. EFFECTS OF CREW DAMAGE - A single crew hit reduces the ship's Gunnery Strength by one-third; two crew hits reduces it by two-thirds. Fractions round to the nearest integer. All raking effects are added before any reduction takes place. One or two crew hits have no effect on chase guns, while three eliminates them. All other rules on crew hits apply.

FORMATIONS

1. GAPS - The standard rules governing formations have the effect of forbidding any changes in the relative positions in formations. The rules are hereby specifically amended so that ships may be considered to still be in formation if they move so that the intervals between ships are different at the end of a Turn than at the beginning. If for any reason, a ship drops out of formation and leaves a gap of more than two hexes between adjacent ships, all ships "cut-off" from the Flag or lead ship are still considered to be in formation, but must attempt to close the gap to two hexes or less.

2. CHANGING FORMATION - Sometimes, when ships are in Line Abreast, the straight - line - between - occupied - hexes runs along hexsides. To convert from this

sort of Line Abreast to Line Ahead or vice versa is not allowed in the standard rules. Players may do this anyway by announcing the change and maneuvering their ships as necessary. They are still considered to be in the old formation until they fulfill the new conditions.

COMMAND CONTROL

No modification of this rule is made except that no ship designated as a Fleet Flagship should ever be subjected to Command Control. Players may, however, employ this optional rule: If in any turn a Fleet Flagship is fired on, whether or not any hits are achieved, the ship must undergo the Command Control procedure at the start of the following Game-Turn. This reflects the possibility of the commanding officer being a casualty.

PRESERVATION LEVEL

(Optional Rule) Whenever a force exceeds its Preservation Level, its efficiency rating drops by one level. It drops an additional level if the Preservation Level is exceeded by 6 points (or an amount equal to the Preservation Level if it is less than 6). When the efficiency rating drops a second time, the force must then use the next higher CRT. A force's efficiency rating may not drop lower than Low; instead, at that time, the standard Preservation rules are employed, although the change of CRT still takes place.

PRIZES

1. CAPTURING - Under some circumstances, a ship need not be afoul of an enemy ship with three crew hits in order to capture it. To capture a merchantman, or a warship with three crew hits, it is necessary only for a ship to enter the enemy ship's hex and announce an attack at odds of at least one to one. It is not necessary to run afoul, or even to resolve the attack. The threat persuades the enemy to strike colors.

3. RECAPTURING - Recapturing is accomplished as above, except that even ships with three crew hits can make a recapture. Due to the small size of prize crews, even a crippled enemy would have the strength to force a prize into surrendering.

3. DESTROYING PRIZES - A Player may voluntarily destroy prizes to prevent the enemy from recapturing them. To do so, a Player must have one of his own ships (even another prize) afoul of the ship to be destroyed, for four consecutive Game-Turns after announcing his intention. At the end of this time, the destroyed ship is considered sunk and is removed from the map.