

## Appendix A

### The Built-In Scenarios

There are 8 built-in scenarios in the game, each depicting an actual historical battle, and you can try to match the original outcome or see if you can reverse the fortunes of the loser.

#### Thames (Br.) vs Uranie (Fr.)

##### I. 24 October 1793 1015 hours Off Brest

HMS Thames, while watching Brest, was beset by a much larger French frigate. Undaunted, Captain Cotes elected to fight upon discovering the Frenchman was the faster. The battle commenced with Uranie's first broadside at 1020 hours and raged until 1420 hours when Uranie raked the Thames and then attempted to board across her quarter. This proved unsuccessful and with 60 casualties and a dead Captain, the Uranie hauled off. The Thames was virtually demasted with 11 dead and 23 wounded. About an hour later, three other French frigates and a corvette arrived on the scene and after one broadside, the Thames was forced to strike—a gallant defense in vain.

##### II. Ship Data

###### 32 HMS Thames—Capt. Cotes

5th Rate  
656 Tons  
187 Crew

Forecastle: 2 x 6#LG, 2 x 24#C  
Main Deck: 26 x 12#LG  
Quarterdeck: 4 x 6#LG, 4 x 24#C

###### 40 Uranie

5th Rate  
1100 Tons  
320 Crew

Forecastle: 2 x 8#LG, 2 x 36#C  
Main Deck: 28 x 18#LG  
Quarterdeck: 10 x 8#LG, 2 x 36#C

##### III. Game Data

Wind Direction: North

Ship	Nat'l	Sail Class	Hull St'gth	Crew	Crew Qual	TBFP	LGFP	CFP	HDG
Thames	1	2	360	187	1.6	41	29	12	1
Uranie	2	2	500	320	1.0	61	50	11	1

Notes:

## Blanche (Br.) vs Pique (Fr.)

### I. 5 January 1795 0020 hours Outside Guadeloupe, West Indies

The Blanche, Capt. Robert Faulknor, showed herself off shore on the afternoon of the 4th. Capt. Conseil of the Pique, confident of victory, sailed that evening to do battle. Shortly after midnight the action began and by 0100 the ships were running before the wind under all plain sail within pistol shot range. After some hour and a half of cannonade, the Blanche pulled ahead to cross the Pique's bow, but her main and mizen masts went overboard and she instead fell aboard the Pique and fouled. Capt. Faulknor and the 2nd Lt., David Milne, lashed the bowsprit of the Pique to the Blanche's capstan. Faulknor was shot dead in doing so. After several failed boarding attempts, the Pique broke free and drifted astern. The ships again fouled and this time, the Pique's bowsprit was lashed to the stump of Blanche's mainmast. Blanche started running before the wind towing the Pique astern of her. Every attempt by Pique's crew to cut the lashing was thwarted by the fire of Blanche's marines lined on the quarterdeck. Blanche's 1st Lieutenant, Lt. Watkins, ordered ports to be made for two 12# long guns in the stern by blowing holes in the stern frame. Subjected to this raking fire for almost two hours, the Pique, a dismasted wreck, struck her colors.

Casualties on the Pique were appalling with 76 killed and 110 wounded including Capt Conseil mortally. Blanche suffered 7 killed and 23 wounded.

### II. Ship Data

#### 32 HMS Blanche—Capt. Robert Faulknor

5th Rate	Forecastle: 2 x 6#LG, 2 x 24#C
722 Tons	Main Deck: 26 x 12#LG
198 Crew	Quarterdeck: 4 x 6#LG, 4 x 24#C

#### 36 Pique—Capt. Conseil

5th Rate	Forecastle: 2 x 6#LG, 2 x 36#C
906 Tons	Main Deck: 26 x 12#LG
279 Crew	Quarterdeck: 8 x 6#LG, 2 x 36#C

### III. Game Data

Wind Direction: West

Ship	Nat'l	Sail Class	Hull St'gth	Crew	Crew Qual	TBFP	LGFP	CFP	HDG
Blanche	1	2	420	198	1.5	41	29	12	2
Pique	2	2	480	279	1.0	42	31	11	2

Notes:

## Ville de Milan (Fr.) vs Cleopatra (Br.)

### I. 17 February 1805    1400 hours In the North Atlantic

HMS Cleopatra, Capt. Sir Robert Laurie, sighted the Ville de Milan, Capt. M. Renaud, on the morning of 16 February and immediately gave chase. The Ville de Milan was carrying urgent dispatches for Villeneuve's fleet from Napoleon and had been ordered to avoid any engagement. Capt. Laurie, surmising that the enemy was probably carrying dispatches, was determined to bring the Milan to action despite the Frenchman's obvious superiority. In the extremely light winds, the Cleopatra consistently gained on the heavier Milan only to have a vital piece of rigging damaged by the 8 pound chase guns which had been placed in the Milan's stern to discourage pursuit.

At 1030 on the 17th, the Ville de Milan shortened sail to await the inevitable action which began at 1430 hours and continued until just after 1700 when the two vessels, heavily damaged aloft, collided. The Cleopatra attempted to board but was repulsed as was the Milan's first attempt. A second attempt by the Milan at 1715 carried the Cleopatra. Cleopatra lost 22 killed and 36 wounded, including all officers but the Captain. The Milan had 10 killed and 20 wounded including her Captain. Both ships were virtually dismasted.

Captain Laurie had tried to dismast the Frenchman for a reason. England controlled the seas. On the morning of 23 February, with both ships in company with but jury-rigged masts, HMS Leader (50) arrived on the scene, and easily catching both vessels, retook Cleopatra and captured the Milan.

### II. Ship Data

**28 HMS Cleopatra**—Capt. Sir Robert Laurie  
 5th Rate                      Forecastle: 2 x 6#LG, 2 x 24#C  
 689 Tons                      Main Deck: 26 x 12#LG  
 200 Crew                      Quarterdeck: 8 x 24#C

**44 Ville de Milan**—Capt. M. Renaud  
 5th Rate                      Forecastle: 2 x 8#LG, 2 x 36#C  
 1097 Tons                      Main Deck: 26 x 18#LG  
 350 Crew                      Quarterdeck: 16 x 8#LG

### III. Game Data

Wind Direction: West

Ship	Nat'l	Sail Class	Hull St'gth	Crew	Crew Qual	TBFP	LGFP	CFP	HDG
Cleopatra	1	2	380	200	1.6	47	27	20	2
Ville de Milan	2	1*	540	350	1.1	58	52	6	2

\*To give Cleopatra a speed advantage

Notes:

## Nymphé (Br.) vs. Cleopatre (Fr.)

### I. 18 June 1793 0610 hours In the English Channel off Start

At dawn the HMS Nymphé, Capt. Edward Pellew, sighted the Frenchman and immediately gave chase. By 0600, the Cleopatre, Capt. Mullan, decided to shorten sail and await the Nymphé. As the Nymphé came up, Capt. Mullan gave her three cheers and saluted as did Pellew. By 0615 the Nymphé was on the Cleopatre's starboard quarter and with both ships running before the wind, the action commenced at pistol shot range. Shortly before 0700, the Cleopatre's wheel was shot away and she fell aboard Nymphé. Pellew led his boarders across and Cleopatre struck. The Nymphé had 23 killed and 27 wounded. Cleopatre suffered 63 casualties including Capt. Mullan who was killed. This was the first in a long string of victories for Pellew, one of England's greatest Captains.

### II. Ship Data

**36 HMS Nymphé**—Capt. Edward Pellew

5th Rate  
937 Tons  
240 Crew  
Forecastle: 2 x 6#LG  
Main Deck: 26 x 12#LG  
Quarterdeck: 8 x 24#C

**40 Cleopatre**—Capt. Mullan

5th Rate  
913 Tons  
320 Crew  
Forecastle: 2 x 6#LG, 2 x 36#C  
Main Deck: 28 x 12#LG  
Quarterdeck: 6 x 6#LG, 2 x 36#C

### III. Game Data

Wind Direction: West

Ship	Nat'l	Sail Class	Hull St'gth	Crew	Crew Qual	TBFP	LGFP	CFP	HDG
Nymphé	1	2	400	240	1.5	43	27	16	2
Cleopatre	2	2	380	320	1.0	43	32	11	2

Notes:

## Ambuscade (Br.) vs Baionnaise (Fr.)

### I. 14 December 1798 0900 Off Bordeaux

This is a good scenario for "smaller" ship actions and represents one of the few instances where a British ship was taken by an equivalent Frenchman. The Ambuscade had captured a French brig and had transferred to it the ship's 2nd Lt. and a prize crew. While the prize sailed to England, the Ambuscade sailed to Bordeaux, where it expected to meet the 32-gun frigate Stag.

At 0700, sails were sighted, and thinking it was the Stag, the captain went off to breakfast. Two hours later, when the ship hauled to wind two miles away, they realized their error too late—it was the French ship Baionnaise. According to one account, the British crew became disheartened by the bursting of a gun on the main deck which wounded 11 seamen. With her Captain and most of the other officers slain, the Ambuscade succumbed to a successful boarding action lead by a detachment of French marines.

### II. Ship Data

**32 HMS Ambuscade**—Capt. Henry Jenkins

5th Rate                      Forecastle: 2 x 6#LG, 2 x 24#C

                                    Main Deck: 26 x 12#LG

190 Crew                      Quarterdeck: 4 x 6#LG, 6 x 24#C

**30 Baionnaise**—Lt. de vaisseau Edmond Richer

6th Rate                      Forecastle: 2 x 6#LG, 2 x 32#C

                                    Main Deck: 24 x 8#LG

281 Crew including        Quarterdeck: 4 x 6#LG, 2 x 32#C  
31 Marines

### III. Game Data

Wind Direction: North

Ship	Nat'l	Sail Class	Hull St'gth	Crew	Crew Qual	TBFP	LGFP	CFP	HDG
Ambuscade	1	2	420	190	1.2	45	29	16	2
Baionnaise	2	2	390	281	1.2	31	21	10	2

Notes:

## Leander (Br.) vs Genereux (Fr.)

### I. 18 August 1798 0900 hours enroute from Alexandria to Gibraltar with Nelson's dispatches

This scenario provides a definite challenge for the British player. Five days after Nelson's victory over the French fleet in Aboukir Bay, the Leander sailed from Alexandria with the Admiral's dispatches. At daybreak on the 18th of August, Captain Boulden Thompson, her commander, sighted the Genereaux, one of the two French ships that escaped from Nelson's fleet. Thompson tried to outdistance the superior ship, but finding the Genereaux gaining on him, he shortened sail.

For an hour and a half the two ships exchanged broadsides until Genereaux closed to board the Leander whose rigging was so damaged as to render her unmanageable. Numerous attempts to board were repulsed by the Leander's crew as the two ships lay side by side grinding against each other and continuing to fire their cannon. Failing to board, the Genereaux disengaged and eventually maneuvered to a position across the Leander's stern. Thompson, having lost fully one third of his crew and realizing the hopelessness of his situation surrendered after close to a six hour struggle.

Upon his eventual return to England, Thompson was tried by court martial whose verdict was that "The gallant and almost un-

precedented defense of Captain Thompson of H.M.'s late ship Leander against so superior a force as that of the Genereux is deserving of every praise his country and this court can give, and that his conduct, as well as that of his officers and men, reflects not only the highest honor on himself and them, but on their country at large."

### II. Ship data

**50 HMS Leander**—Capt. Thompson

4th Rate                      First Battery: 22 x 24#LG  
                                          Second Battery: 22 x 12#LG  
 282 Crew                      Main Deck: 6 x 6#LG, 6 x 24#C, 4 x 12#C

**74 Genereux**

3rd Rate                      First Battery: 28 x 36#LG  
                                          Second Battery: 30 x 24#LG  
 936 Crew                      Main Deck: 14 x 8#LG, 6 x 36#C

### III. Game Data

Wind Direction: North

Ship	Nat'l	Sail Class	Hull St'gth	Crew	Crew Qual	TBFP	LGFP	CFP	HDG
Leander	1	1	675	282	1.6	83	69	14	6
Genereux	2	1	1040	936	1.0	164	147	17	5

Notes:

## Constitution (Am) vs Guerriere (Br)

### I. 19 August 1812 1500 hours off the coast of Nova Scotia

Captain James Dacres of HMS Guerriere was not popular with American seamen. He and his ship were notorious for the seizing of ships and the impressment of seamen who might be British—a practice which was one of the principal causes of the War of 1812. Prior to the war, Dacres had boasted, in the salons of Baltimore, that he would wager a fine hat to any American Captain who thought that his ship could contend with the Guerriere for a quarter of an hour. The opportunity to make good his boast presented itself on the afternoon of August 19, 1812 when a frigate was spotted to the north—a frigate which came on so boldly that Dacres concluded that it could not be an American ship. The ship was the USS Constitution commanded by Captain Isaac Hull.

Constitution held her fire until she was close upon the Guerriere. Constitution's first broadside rocked the Guerriere and shortly thereafter the British ship's mizzenmast went by the board. The condition of the British ship continued to deteriorate as the accurate American fire smashed into her hull and brought down more rigging. Totally demasted, unmaneuverable and facing a rake from the Constitution, Dacres ordered the British colors hauled down.

Captain Dacres, himself painfully wounded, came aboard the Constitution and proffered his sword to Captain Hull. "No, no, Captain," Hull said, "I'll not take a sword from one who knows so well how to use it. But—I'll trouble you for that hat."

Guerriere was so badly battered that she could not be salvaged. She was set afire and abandoned. The real answer to Constitution's victory lay not so much in her slight edge in broadside firepower but in the accurate fire of her well drilled gunners and the stout live oak planking on her sides which earned her the nickname of "Old Ironsides."

### II. Ship Data

**32 USS Constitution**—Capt. Isaac Hull

4th Rate Gun Deck: 30 x 24#LG

476 Crew Main Deck: 2 x 18#LG, 22 x 32#C

**26 HMS Guerriere**—Capt. James Dacres

4th Rate Gun Decks: 22 x 24#LG

263 Crew Main Deck: 4 x 18#LG, 22 x 32#C

### III. Game Data

Wind Direction: North

Ship	Nat'l	Sail Class	Hull St'gth	Crew	Crew Qual	TBFP	LGFP	CFP	HDG
Constitution	3	1	610	476	1.7	118	63	55	4
Guerriere	1	1	570	263	1.6	105	50	55	4

Notes:

## Shannon (Br.) vs Chesapeake (Am.)

### I. 1 June 1813 1750 hours off Boston Harbor

The gunners of Captain Philip Broke's Shannon were probably the best in the British Navy. Broke had commanded the Shannon for seven years, drilling his crew incessantly often in violation of Admiralty orders. The Chesapeake, a fine ship ably commanded by James Lawrence, had had a recent turnover in seamen and officers so that at the time of her engagement with Shannon, the effectiveness of her crew was not up to the usual high standards of the fledgling American Navy.

Responding to Broke's challenge, Chesapeake cleared Boston harbor and closed with the Shannon. Before the action commenced, Broke presented his ship to a rake. Not to be outdone in a point of honor, Lawrence refused the advantage and both ships began the action broadside to broadside at point blank range.

The next 15 minutes were among the bloodiest in sailing warfare with Shannon suffering 83 casualties compared to 146 on the Chesapeake. The action ended as the two ships fell afoul of each other and the Shannon's crew, lead by Broke, rushed the American ship. With their Captain mortally wounded, the Americans were unable to organize a defense and were quickly overwhelmed by the crack British seamen.

Shannon's victory was greeted with much relief by the British Admiralty which had suffered a series of stunning defeats at the hands of American frigates and small craft. Broke was seriously wounded in the boarding action ending his naval career. Lawrence died two days later but his last order, "Don't give up the ship," lived on to become the motto of the American Navy.

### II. Ship Data

**38 HMS Shannon**—Capt. Broke

5th Rate            Gun Deck: 28 x 18#LG  
330 Crew           Main Deck: 2 x 12#LG, 16 x 32#C

**38 USS Chesapeake**—Capt. Lawrence

5th Rate            Gun Deck: 28 x 18#LG  
386 Crew           Main Deck: 16 x 32#C

### III. Game Data

Wind Direction: North

Ship	Nat'l	Sail Class	Hull St'gth	Crew	Crew Qual	TBFP	LGFP	CFP	HDG
Shannon	1	2	490	330	1.7	84	44	40	3
Chesapeake	3	2	500	386	1.4	82	42	40	4

Notes:

## Appendix B

### Patching the game

#### I- **Running the game using a device other than DSK1**

You may run the game from the device of your choice simply by editing the following program lines for each program section and replacing DSK1 with the device name desired:

- File ACTION: 1047, 1376, 1421, 1431
- File ACTION2: 1427, 3381, 3390
- File ACTION3: 180, 3950, 4620, 4710
- File ACTION4: 180, 4620, 4710

#### II- **Running the game under accelerated emulation**

Depending on the speed of your computer, if you run the game under accelerated emulation such as the Overdrive mode in Classic 99, the screen messages may be displayed too fast to be read comfortably. You may edit the following lines and replace the number 200 with a larger number to increase the screen time of the messages:

- File ACTION2: 6145
- File ACTION3: 6145

In addition, keypresses may become very sensitive under acceleration and duplicate keys may be entered erroneously. This is again dependent on the speed of your computer.