Yellow – Ahead – Starboard Tack

Heading	-3	-2	-1	0	1	2	3	4	5	6	7	8	9	10
Parallel	5	5	5-P	6-C	6-C	2	0	0	10	10	0	0	0	10
Port	5	5	5	6-C	6-C	0	0	5	5	6-C	5	5	6-C	6-C
Starboard	5	5	5-P	6-C	10	10	2	3	4	5	5-P	5-P	6-C	6-C
Reciprocal	5	5	6-C	6-C	10	0	10	10	0	0	10	10	5-P	6-C

Yellow – Port Beam – Starboard Tack

Heading	-3	-2	-1	0	1	2	3	4	5	6	7	8	9	10
Parallel	1	2	3	4	6-C	6-C	5-P	5-P	6-C	4	5	5	4	6-C
Port	0	0	1	2	3	3	4	4	5-P	5-P	4	4	6-C	6-C
Starboard	1	2	3	3	4	6-C	5-P	5-P	5-P	5	5	5	1	0
Reciprocal	10	1	1	1	1	1	1	0	0	10	0	0	0	0

Yellow – Starboard Beam – Starboard Tack

Heading	-3	-2	-1	0	1	2	3	4	5	6	7	8	9	10
Parallel	10	10	6-C	6-C	6-C	5	5	5	5	5-P	5-P	4	4	3
Port	10	6-C	5	5	6-C	5	5	6-C	6-C	9	8	7	6-C	5-P
Starboard	0	0	1	1	2	2	3	3	4	5-P	5	5	4	3
Reciprocal	10	9	8	7	6	6	6	7	8	9	9	10	10	10

Yellow – Astern – Starboard Tack

Heading	-3	-2	-1	0	1	2	3	4	5	6	7	8	9	10
Parallel	0	0	10	10	10	10	0	0	0	10	9	1	8	2
Port	1	1	0	0	0	1	2	2	1	0	0	0	0	1
Starboard	10	10	10	10	0	9	10	10	10	10	10	9	9	8
Reciprocal	10	10	10	10	10	10	10	0	0	0	0	0	0	0

Green – Ahead – Starboard Tack

Heading	-3	-2	-1	0	1	2	3	4	5	6	7	8	9	10
Parallel	5	5	5	5-S	5-S	10	1	9-C	0	10	9-C	8-C	2	1
Port	5-S	5-S	5	5	6	7	8-C	9-C	5-S	5-S	4	6	7	0
Starboard	7	7	6	6	4	4	3	3	2	2	1	1	10	10
Reciprocal	0	0	0	10	10	10	10	0	0	0	5-S	5-S	5-S	10

Green – Port Beam – Starboard Tack

Heading	-3	-2	-1	0	1	2	3	4	5	6	7	8	9	10
Parallel	0	1	2	3	4	4	5	5	5	5-S	5-S	5-S	5	5
Port	0	0	0	1	1	2	3	4	4	5	5	5-S	5-S	4
Starboard	0	0	0	1	1	2	2	3	3	3	4	4	4	5-S
Reciprocal	0	0	1	1	2	3	3	2	1	0	0	0	10	10

Green – Starboard Beam – Starboard Tack

Heading	-3	-2	-1	0	1	2	3	4	5	6	7	8	9	10
Parallel	10	10	9-C	8-C	7	6	5-S	5-S	5	5	5	6	6	7
Port	10	9-C	8-C	8-C	7	7	6	6	5-S	5	6	6	7	8-C
Starboard	10	9-C	8-C	7	5-S	5-S	5-S	7	7	6	6	6	5	5
Reciprocal	10	10	10	10	10	10	9-C	9-C	9-C	9-C	9-C	8-C	8-C	8-C

Green – Astern – Starboard Tack

Heading	-3	-2	-1	0	1	2	3	4	5	6	7	8	9	10
Parallel	9-C	9-C	9-C	9-C	9-C	0	0	10	10	0	0	0	0	9-C
Port	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Starboard	10	10	10	9-C	9-C	10	10	10	9-C	9-C	9-C	10	10	10
Reciprocal	0	0	10	10	10	10	0	0	10	10	10	10	0	0

Yellow – Ahead – Port Tack													
Heading	-3	-2	-1	0	1	2	3	4	5	6	7	8	9	10
Parallel	5	5	5-S	4-C	4-C	8	10	10	0	0	10	10	10	0
Port	5	5	5-S	4-C	0	0	8	7	6	5	5-S	5-S	4-C	4-C
Starboard	5	5	5	4-C	4-C	10	10	5	5	4-C	5	5	4-C	4-C
Reciprocal	5	5	4-C	4-C	0	10	0	0	10	10	0	0	5-S	4-C

Yellow – Port Beam – Port Tack													
Heading	-3	-2	-1	0	1	2	3	4	5	6	7	8	9	10
Parallel	0	0	4-C	4-C	4-C	5	5	5	5	5-S	5-S	6	6	7
Port	10	10	9	9	8	8	7	7	6	5-S	5	5	6	7
Starboard	0	4-C	5	5	4-C	5	5	4-C	4-C	1	2	3	4-C	5-S
Reciprocal	0	1	2	3	4	4	4	3	2	1	1	0	0	0

Yellow – Starboard Beam – Port Tack													
Heading	-3	-2	-1	0	1	2	3	4	5	6	7	8	9	10
Parallel	9	8	7	6	4-C	4-C	5-S	5-S	4-C	6	5	5	6	4-C
Port	9	8	7	7	6	4-C	5-S	5-S	5-S	5	5	5	9	10
Starboard	10	10	9	8	7	7	6	6	5-S	5-S	6	6	4-C	4-C
Reciprocal	0	9	9	9	9	9	9	10	10	0	10	10	10	10

Yellow – Astern – Port Tack													
Heading	-3	-2	-1	0	1	2	3	4	5	6	7	8	9	10
Parallel	10	10	0	0	0	0	10	10	10	0	1	9	2	8
Port	0	0	0	0	10	1	0	0	0	0	0	1	1	2
Starboard	9	9	10	10	10	9	8	8	9	10	10	10	10	9
Reciprocal	0	0	0	0	0	0	0	10	10	10	10	10	10	10

Green – Ahead – Port Tack													
Heading	-3	-2	-1	0	1	2	3	4	5	6	7	8	9	10
Parallel	5	5	5	5-P	5-P	0	9	1-C	10	0	1-C	2-C	8	9
Port	3	3	4	4	6	6	7	7	8	8	9	9	0	0
Starboard	5-P	5-P	5	5	4	3	2-C	1-C	5-P	5-P	6	4	3	10
Reciprocal	10	10	10	0	0	0	0	10	10	10	5-P	5-P	5-P	0

Green – Port Beam – Port Tack													
Heading	-3	-2	-1	0	1	2	3	4	5	6	7	8	9	10
Parallel	0	0	1-C	2-C	3	4	5-P	5-P	5	5	5	4	4	3
Port	0	1-C	2-C	3	5-P	5-P	5-P	3	3	4	4	4	5	5
Starboard	0	1-C	2-C	2-C	3	3	4	4	5-P	5	4	4	3	2-C
Reciprocal	0	0	0	0	0	0	1-C	1-C	1-C	1-C	1-C	2-C	2-C	2-C

Green – Starboard Beam – Port Tack													
Heading	-3	-2	-1	0	1	2	3	4	5	6	7	8	9	10
Parallel	10	9	8	7	6	6	5	5	5	5-P	5-P	5-P	5	5
Port	10	10	10	9	9	8	8	7	7	7	6	6	6	5-P
Starboard	10	10	10	9	9	8	7	6	6	5	5	5-P	5-P	6
Reciprocal	10	10	9	9	8	7	7	8	9	10	10	10	0	0

Green – Astern – Port Tack													
Heading	-3	-2	-1	0	1	2	3	4	5	6	7	8	9	10
Parallel	1-C	1-C	1-C	1-C	1-C	10	10	0	0	10	10	10	10	1-C
Port	0	0	0	1-C	1-C	0	0	0	1-C	1-C	1-C	0	0	0
Starboard	10	10	10	10	10	10	10	10	10	10	10	10	10	10
Reciprocal	10	10	0	0	0	0	10	10	0	0	0	0	10	10

Red – Ahead – Port Tack

Heading	≤1	2-5	6≤
Parallel	6+	6+	-4
Port	-4	-4	6+
Starboard	6+	6+	-4
Reciprocal	6+	6+	-4

Red – Ahead – Starboard Tack

Heading	≤1	2-5	6≤
Parallel	-4	-4	+6
Port	-4	-4	6+
Starboard	6+	6+	-4
Reciprocal	-4	-4	6+

Red – Port Beam – Port Tack

Heading	≤1	2-5	6≤
Parallel	-4	-4	5
Port	-4	5	-4
Starboard	6+	5	6+
Reciprocal	-4	6+	-4

Red – Port Beam – Starboard Tack

Heading	≤1	2-5	6≤
Parallel	-4	5	-4
Port	-4	-4	5
Starboard	6+	6+	6+
Reciprocal	-4	-4	-4

Red – Starboard Beam – Port Tack

Heading	≤1	2-5	6≤
Parallel	6+	5	6+
Port	-4	-4	-4
Starboard	6+	6+	5
Reciprocal	6+	6+	6+

Red – Starboard Beam – Starboard Tack

Heading	≤1	2-5	6≤
Parallel	6+	-4	5
Port	-4	5	-4
Starboard	6+	5	6+
Reciprocal	6+	-4	6+

Red – Astern – Port Tack

Heading	≤1	2-5	6≤
Parallel	-4	6+	-4
Port	6+	-4	6+
Starboard	-4	6+	-4
Reciprocal	6+	-4	6+

Red – Astern – Starboard Tack

Heading	≤1	2-5	6≤
Parallel	6+	-4	6+
Port	-4	6+	-4
Starboard	6+	-4	6+
Reciprocal	-4	6+	-4

2nd Turn Red - this table uses no modifiers

1st Turn Maneuver	1	2-3	4	5-6
6+	5	-4	6+	6+
-4	5	6+	-4	-4
5	Roll	-4	5	6+

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X-C indicates that the ship does not go into the red arc and is oriented as close to the wind as it can go in the yellow arc. If a ship is already closehauled and rolls an X-C, it is treated as a 5.

5-S indicates a Starboard Sideslip

5-P indicates a Port Sideslip

-4 for beyond long range

0 for long range

+4 for short range

Assumptions: Solo run ships always use "Two Sails" at all times.
Solo run ships always load Solid Shot ammunition.
Solo run ships always use the nearest active opponent as reference.

Determining the Movement Card:

First, determine what tack the solo play ship is on. The tack is the side on which the wind is blowing. Even if the ship is angled only a little relative to the wind, there is still a side closer to the wind. That is the tack the ship is on. If the ship is facing directly upwind or downwind, consider it to be on a starboard tack.

Second, determine whether the solo ship is in the red, yellow or green arc. Knowing this and the tack the solo ship is on determines the table to be used for selecting the movement card.

Third, using the Bearing Template, determine in which arc the closest player ship is relative to the solo play ship.

Lastly, determine which direction the closest player ship is moving relative to the solo play ship. The player ship is moving parallel to the AI ship if it is 4 points (45°) to either side of the AI ship's course. Reciprocal is the opposite of this. Port and Starboard cover the remaining two 90° arcs. The Attitude Indicator can be used to determine the player ship's relative heading.

Cross reference the roll of one die on the corresponding row on the appropriate table to determine the appropriate movement card.

Special Movement: At the start of the game, all solo run ships will move straight forward until within 4 cables (two rulers) of an enemy vessel, or the table edge, after which they will use the Movement Template. The yellow arc behind the ship counts as part of the green arc for choosing the appropriate table, though the ship moves at the yellow speed.

Tacking: The solo ship loses speed in a tack, just like a player ship. If the ship spends more than one turn in the red, subsequent turns use the 2nd Turn Red table, with the previous turn's card as the control.

Move Replacement: If a ship moves away more than 4 cables (two rulers) from the nearest enemy vessel, do not dice. Use a movement card each turn to guide the ship to the quickest route towards the nearest opponent. When the opponent is once again within 4 cables, return to rolling on the movement chart.

Veer Value: If the indicated move is more than the Veer Value would allow, the selected card should be adjusted to reflect the Veer Value.

Mast Damage: If a ship takes a mast hit, it will use the nearest equivalent maneuver from the relevant 'Mast Damage' maneuver deck for the next two turns.

Shooting: At the start of an engagement, a solo ship will hold fire until it has full broadside shot or a partial if it is being fired upon by its opponent. It will only fire ball. Thereafter, it will always fire any arc at the first opportunity to do so, and as rapidly as possible.

Boarding: A solo run ship will not attempt to board enemy vessels (except if required in a scenario). If boarded, a solo run ship will always choose to fight if it has more crew, but otherwise will attempt to break the grapple.

Modifier Clarification: The four directional modifiers of the palyer's ship are based on the player ship's heading relative to the AI Ship. Each encompass an arc of 90 degrees, or 45 degrees to either side of a ray extending from each face of the Other Ship.

In the diagram, the Other Ship is white.

The red, blue, and green ships are on a parallel course, unless their bows are pointing opposite the Other Ship's direction of travel. Then they are on a reciprocal course.

Depending on the direction their bows are facing, the yellow and purple ships are heading to port or starboard relative to the Other Ship.

The Wind Gauge can be used to determine the limits of the arcs relative to the Other Ship if needed. Position it with one edge parallel to the Other Ship and the pointer angled to show the boundary edge. Compare it to the course of the player ship.
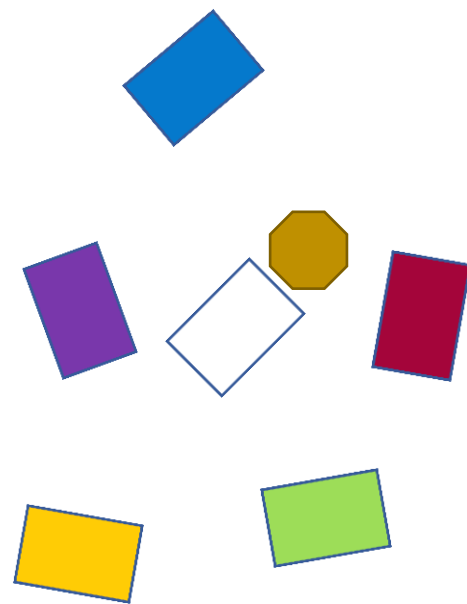
Explanation of Closehauled: If a 4-C or 6-C is rolled, and it would carry the ship into the red arc, the ship is instead considered to be closehauled. To position a ship closehauled, move the ship normally, and confirming that the ship would end in the red, pivot the ship base on the aft downwind corner until the ship is positioned on the line between the red and orange arcs. On the next turn it will move with no penalties.

Notes:
Sideslip Cards: If not using my modified sideslip card rules, replace any sideslip cards on the yellow tables with a straight 5.

If using my modified cards, a vessel playing a sideslip card (cards 3-6) must consider which tack it is on before movement. If the sideslip would have the ship turning away from the wind, the speed indicating colors are reversed, thusly a ship in the orange arc would have the longer move, as though it were in the green arc (see my card modification for sideslips). For purposes of this rule, all vessels with fore and aft rigs, including brigantines but not brigs or xebecs, treat their two arcs closest to the wind as orange and the third as green, just like a square rigged ship. Xebecs count their first three arcs as orange if they are on their favored tack. Brigs always sail as square rigged vessels.

Collisions: If an AI ship's move will result in a collision, chose the nearest card in the direction the vessel was turning that will not result in a collision. If none of those results avoid a collision, try straight, followed by the opposite direction. Remember to consider the ship's **Veer Value**. If the vessel was going straight, chose a card turning downwind first. If none of those work then check the upwind choices. If a collision is unavoidable, use the card that was rolled.