

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	4	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

-4 for beyond Long Range

0 for Long Range

+4 for Short Range

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	6	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

-4 for beyond Long Range

0 for Long Range

+4 for Short Range

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

Primary Red Table

This table is used the First Turn after turning into the Red Arc

Red – Ahead – Port Tack				Red – Ahead – Starboard Tack			
Heading	<2	3-5	6<	Heading	<2	3-5	6<
Parallel	-4	-4	6+	Parallel	6+	6+	-4
Port	-4	-4	6+	Port	-4	-4	6+
Starboard	6+	6+	-4	Starboard	6+	6+	-4
Reciprocal	6+	6+	-4	Reciprocal	-4	-4	6+
Red – Port Beam – Port Tack				Red – Port Beam – Starboard Tack			
Heading	<2	3-5	6<	Heading	<2	3-5	6<
Parallel	-4	-4	5	Parallel	-4	5	6+
Port	-4	5	6+	Port	-4	-4	5
Starboard	-4	5	6+	Starboard	-4	5	6+
Reciprocal	-4	-4	-4	Reciprocal	-4	-4	-4
Red – Starboard Beam – Port Tack				Red – Starboard Beam – Starboard Tack			
Heading	<2	3-5	6<	Heading	<2	3-5	6<
Parallel	6+	5	-4	Parallel	6+	6+	5
Port	6+	5	-4	Port	6+	5	-4
Starboard	6+	6+	5	Starboard	6+	5	-4
Reciprocal	6+	6+	6+	Reciprocal	6+	6+	6+
Red – Astern – Port Tack				Red – Astern – Starboard Tack			
Heading	<2	3-5	6<	Heading	<2	3-5	6<
Parallel	-4	6+	-4	Parallel	6+	-4	6+
Port	-4	-4	6+	Port	-4	-4	6+
Starboard	6+	6+	-4	Starboard	6+	6+	-4
Reciprocal	6+	6+	-4	Reciprocal	-4	-4	6+

-4 for beyond Long Range

0 for Long Range

+4 for Short Range

Subsequent Turn Red - this table uses no modifiers

Last Maneuver	1	2	3	4	5	6
6+	-4	6+	6+	6+	6+	6+
-4	-4	-4	-4	-4	-4	6+
5	Roll on Primary Red Table					

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-4 for beyond long range

0 for long range

+4 for short range

5-S indicates a Starboard Sideslip (cards 3 and 4)

5-P indicates a Port Sideslip (cards 5 and 6)

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 closehailed and rolls an X-C, it is treated as a 5.

Assumptions: Soloplay ships always use "Two Sails" at all times.

Soloplay ships always load Solid Shot ammunition.

Soloplay ships always use the nearest active opponent as reference.

Determining the Movement Card:

- 1) Determine what tack the Soloplay 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.
- 2) Determine which wind angle the Soloplay ship is in; the red, yellow or green arc. Knowing this and the tack the Soloplay ship is on determines the table to be used for selecting the movement card. Note that the yellow arc behind the ship is considered part of the green arc for choosing the table.
- 3) Using the Bearing Template, determine in which arc the closest player ship is relative to the Soloplay ship. This is determined by aiming at the mainmast, just like the original game.
- 4) Determine which direction the closest player ship is moving relative to the Soloplay ship. The player ship is moving parallel to the Soloplay ship if it is 4 points (45°) to either side of the Soloplay 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. If the deck being used does not include that card, use the closest card.

Special Movement: At the start of the game, all Soloplay 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 Soloplay ship loses speed in a tack, just like a player ship. If the ship spends more than one turn in the red, the new turns use the Subsequent Turn Red table, with the previous turn's red card as the control.

Move Replacement: If the nearest enemy vessel is more than 4 cables (two rulers) and astern of the Soloplay ship, 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 Soloplay 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 Soloplay ship will not attempt to board enemy vessels (except if required in a scenario). If boarded, a Soloplay ship will always choose to fight if it has more crew, but otherwise will attempt to break the grapple.

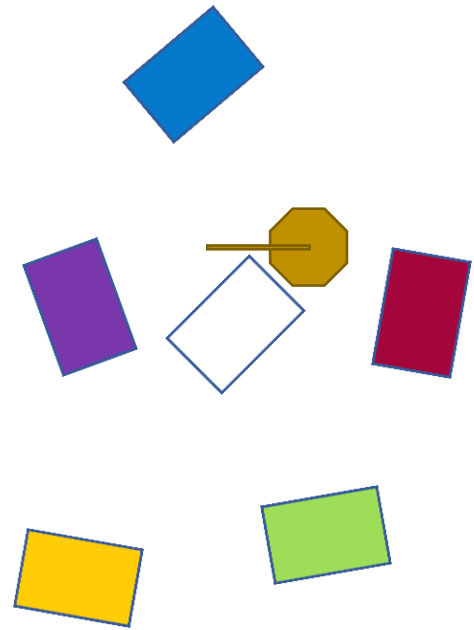
Modifier Clarification: The four directional modifiers of the player's ship are based on the player ship's heading relative to the solo ship. Each encompasses an arc of 90 degrees, or 45 degrees to either side of a ray extending from each face of the solo ship.

In the diagram, the solo ship is white.

The red, blue, and green ships are on a parallel course, unless their bows are pointing opposite the solo 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 solo ship.

The Attitude Indicator can be used to determine the limits of the arcs relative to the solo ship if needed. Position it with one edge parallel to the solo ship and the pointer angled to show the boundary edge. Compare it to the course of the player ship.



Explanation of Closehauled: If a card followed by a C is rolled, such as 4-C or 6-C, and the move would normally 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 upwind corner until the ship is positioned on the line between the red and yellow arcs. On the next turn it will move with no penalties.

Notes:

Orange Arcs: The Orange arcs are referred to as Yellow arcs in these rules, as I wasn't satisfied with the Orange color choices on my computer.

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 yellow 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 yellow and the third as green, just like a square rigged ship. Xebecs count their first three arcs as yellow if they are on their favored tack. Brigs always sail as square rigged vessels.

Collisions: If a solo 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.

Multiple Soloplay Ships: When multiple Soloplay ships are in use, the Soloplay ships that will not have a conflict with other Soloplay ships are moved first. With two or more Soloplay ships with potential conflicts, roll for and place the prospective cards for all then adjust as necessary, starting with ships in the green arc, then the farthest downwind.

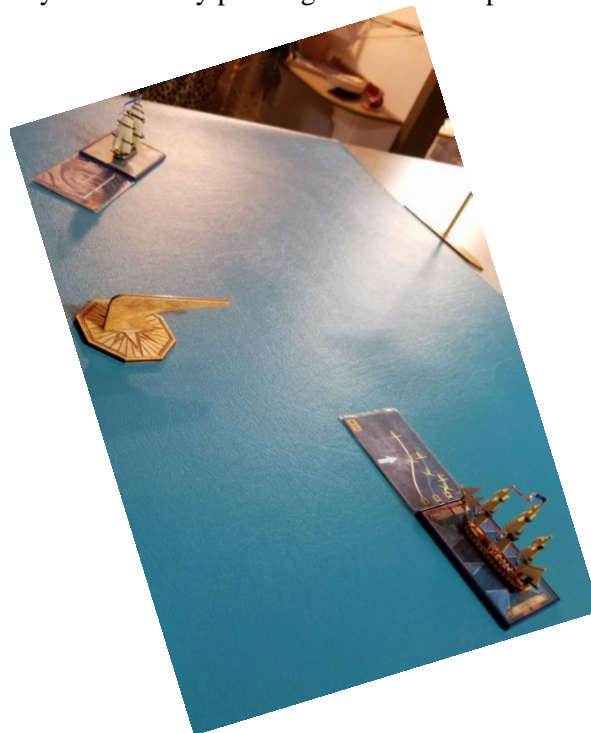
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Example of Play:

Setup: The French frigate *Courageuse* and HMS *Orpheus* are facing each other from opposite sides of the board, each with the wind full on their beams (in the yellow arc). *Courageuse* is the Soloplay ship and is on a port tack (the wind striking the port side). Both ships are moving at Battle Sails.



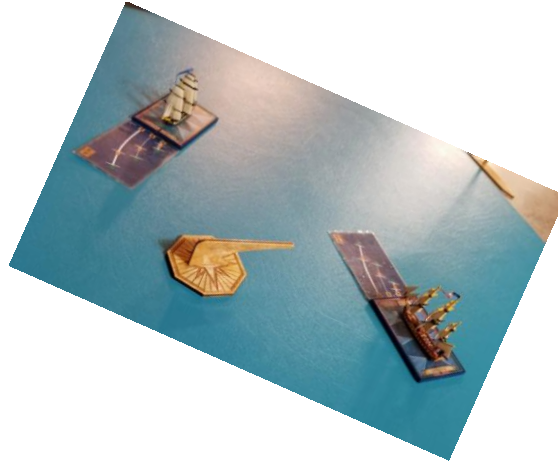
▲Turn 1: The Soloplay ship is on a port tack. The player's ship is on a reciprocal course and ahead of the Soloplay ship, but the Soloplay ship does not roll a die and instead moves straight since the range is greater than 2 combat rulers. The player's card is a 10, and before movement, he announces that he is intending to sail closehauled. Even though the card would normally carry his ship into the red, he adjusts the ship's position to be on the border between the red and yellow arcs by pivoting it on its rear upwind corner.



▲Turn 2: The ships are now inside of a range of two rulers. The Soloplay ship is still on a port tack. The player's ship is ahead of the Soloplay ship and moving toward the Soloplay ship's port side. After choosing his card for the next turn of movement, the player rolls a die for the Soloplay ship. The die roll is a 3, and the player subtracts -4 from the roll on the Port Tack Yellow Chart since the ships are outside of long range of each other,

resulting in a -1 or a 5-S sideslip card (card 3 or 4). Since the Soloplay ship is in the yellow arc and turning away from the wind, it will move the longer distance (shown on the unmodified card as the green arc distance). If you choose not to use the modified sideslip rules, treat any sideslip card as a regular straight card (cards 1 or 2).

The player's card for the turn is a 5.



▲ Turn 3: The ships are now at long range. The Soloplay ship is still on a port tack. The player's ship is ahead of the Soloplay ship and moving toward the Soloplay ship's port side. After choosing his card for the next turn of movement, the player rolls a die for the Soloplay ship. The die roll is a 5. There are no modifiers since the ships are at long range. The chart indicates the Soloplay ship will use card 6.

The player's card is a 4.



▲ Turn 4: The ships are still at long range. The Soloplay ship is still on a port tack, but has turned into the green arc. The player's ship is to port of the Soloplay ship and sailing a reciprocal course. After choosing his card for the next turn of movement, the player rolls a die for the Soloplay ship. The die roll is a 4. There are no modifiers since the ships are at long range. The Port Tack Green Chart indicates the Soloplay ship will use card 1-C, or a sharp turn to port. The C on the chart indicates that if the move would normally carry the ship into the red arc, it will instead stop at the edge of the yellow and red arcs and be closehauled (moving at the extreme edge of the yellow arc).

The player's card is a 10.



▲ Turn 5: The ships are still at long range. The Soloplay ship is still on a port tack, but has turned back into the yellow arc and become closehauled. The player's ship is to port of the Soloplay ship and sailing a parallel course. After choosing his card for the next turn of movement, the player rolls a die for the Soloplay ship. The die roll is a 1. There are no modifiers since the ships are at long range. The Port Tack Yellow Chart indicates the Soloplay ship will use card 4-C. Since the ship is already closehauled, this becomes a 5 or a regular straight.

The player's card is a 6, but since the ship is in the red arc it is changed to a 6+ red bordered card.



▲ Turn 6: The ships are still at long range. The Soloplay ship is still on a port tack, and is still closehauled. The player's ship is to port of the Soloplay ship and sailing a parallel course. After choosing his card for the next turn of movement, the player rolls a die for the Soloplay ship. The die roll is a 4. There are no modifiers since the ships are at long range. The Port Tack Yellow Chart indicates the Soloplay ship will use card 5, or a regular straight.

The player's card is a 6. A house rule has the ship moving at Backing Sails this turn since it spent the last turn in the red arc.



▲ Turn 7: The ships are still at long range. The Soloplay ship is still on a port tack, and is still closehauled. The player's ship is to port of the Soloplay ship and sailing a parallel course. After choosing his card for the next turn of movement, the player rolls a die for the Soloplay ship. The die roll is a 6. There are no modifiers since the ships are at long range. The Port Tack Yellow Chart indicates the Soloplay ship will use card 5-S, or a starboard sideslip.

The player's card is a 4. The ship has accelerated back to moving at Battle Sails.



▲ Turn 8: The ships are at short range. The Soloplay ship is still on a port tack, and is still closehauled. The player's ship is to port of the Soloplay ship and sailing a parallel course. After choosing his card for the next turn of movement, the player rolls a die for the Soloplay ship. The die roll is a 4. There is a +4 since the ships are at short range. The Port Tack Yellow Chart indicates the Soloplay ship will use card 6.

The player's card is a 4.



▲ Turn 9: The ships are at short range. The Soloplay ship is still on a port tack. The player's ship is to port of the Soloplay ship and sailing a parallel course. After choosing his card for the next turn of movement, the player rolls a die for the Soloplay ship. The die roll is a 5. There is a +4 since the ships are at short range. The Port Tack Yellow Chart indicates the Soloplay ship will use card 6.

The player's card is a 7.