Soldadets Wargaming Guides series, no. 4

SHARK DEN

WAR OF THE SPANISH SUCCESSION
CARIBBEAN NAVAL CAMPAIGN



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VERSION 6.0, NOVEMBER 2026

NAVAL CAMPAIGN IN THE CARIBBEAN

Campaign based on the «*Campaigns on the High Seas*» section of Ganesha Games' *Galleys & Galleons* rule set, designed for a preferably even number of players and a game master (GM).

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INTRODUCTION

In this campaign, each player assumes the role of a high-ranking Navy officer, who is commissioned to lead his country's naval forces in the Caribbean Sea, at some unspecified time during the ***War of the Spanish Succession*** and its aftermath (approximately between 1701 and 1722).

In this context, each player must choose nationality and side at the beginning of the game, which will determine who their allies and enemies are; and assemble a fleet suitable for their mission, which consists of strangling enemy naval power and its commercial presence in the Caribbean Sea.

This is also the Golden Age of maritime piracy, which does not distinguish between friend and foe; therefore, players will have to devise strategies to protect their country's merchant ships, threatened not only by enemy warships, but also by numerous pirate ships.

OBJECTIVE OF THE CAMPAIGN

The campaign engine revolves around money –what we call ***gold pieces (GP)***. Each player begins the game with a predefined bag of money, that they must employ for managing maintenance and improvement of their fleet to achieve victory in the game.

Game reaches an end when any one country's commercial fleet ***goes bankrupt***, which occurs when its gross revenue falls below 10 MO. The game will then stop and each player's total assets will be counted, with the player with the most assets declared the winner.

SHIP TYPES

As a general concept, there are two main types of ship.

On one side is ***each player's own fleet***, always consisting of warships. By managing income and expenses from their savings, players can upgrade or increase their ships; but they also dictate their strategy by plotting their routes on the map and leading them into combat.

- Player ships are physically on the map at all times, carried by the players.

On the other hand, there are ***«non-player» ships,*** a category that includes the merchant fleets of every country in play, as well as pirates and eventual privateers or vessels of an exceptional nature. They are not "virtual" in the strict sense of the term, but they are all predefined and personalized; but they do not move visibly on the map, but appear randomly as a result of an encounter with the players' ships.

- «Non-player» ships are kept out-of-map in a reservoir or “pool” of ships; they only physically appear in the game during a player's random encounter.

THE SHIP POOL

The ship reservoir or “pool” should be understood as if it were a lottery drum, with a number of balls representing each and every "non-player" ship present in the game and active. All of them can be the subject of a random encounter with the player's fleets, and will remain in the pool until they are destroyed or captured.

This pool includes all the merchant ships and pirates present in the game from the start, but also those that are added later –either due to the natural growth of the merchant fleets, as escort ships and privateers introduced by the players, or even those acquired and reconverted by pirates. Likewise, there can optionally be a few special mission ships (one for each country in play) and ***9 wild cards***; whose function will be to double the number of ships in a given encounter, as we’ll see later.

The pool itself may simply consist of a ***numbered list*** or spreadsheet, with each active ship having a fixed assigned number. That number will be used during game play for random draws, to produce random encounter scenarios for players. Here below we can see a sample composition:

Wild cards	G. Britain	Spain	France	Netherlands	Pirates
01 wild card	**10** flute	**20** Treasure galleon	**30** flute	**40** flute	**50** small galleon
02 wild card	**11** small galleon	**21** small galleon	**31** small galleon	**41** flute	**51** small galleon
03 wild card	**12** schooner	**22** schooner	**32** schooner	**42** small galleon	**52** ketch
04 wild card	**13** schooner	**23** settee	**33** schooner	**43** schooner	**53** schooner
05 wild card	**14** settee	**24** settee	**34** settee	**44** schooner	**54** schooner
06 wild card	**15** settee	**25** sloop	**35** settee	**45** brig	**55** sloop
07 wild card	**16** sloop	**26** sloop	**36** sloop	**46** sloop	**56** galiot
08 wild card	**17** sloop	**27** sloop	**37** sloop	**47** sloop	
09 wild card	**18** sloop		**38** sloop		

But a physical reservoir can also be used, which can consist of an ***urn*** or any other container where slips or identification cards of each active ship are deposited; the extractions would then also be physical and blind, slip by slip or card by card, until the desired scenarios are obtained.

THE INTERMEDIARIES

The intermediaries or middlemen are a "de facto" monopoly that channels all ship sales that take place in this campaign (with the exception of warships, which players buy directly from shipyards in the metropolis). In this campaign, any other ship (whether brand new or second-hand) will always be monopolized by the middlemen, who will resell it at open auction. In this game there are no other ways to get a ship, other than by stealing it from someone else.

It is the game master (GM) who assumes the role of the intermediaries.

WAR FLEETS

CHOOSE SIDE AND COUNTRY

Each player must start by choosing which side and country they want to play from the list below. If a player's country does not have its own ports on the map, they will need to agree with the GM which allied ports he can use as their own.

TWO CROWNS	ALLIES
 Spain	 England / United Kingdom
 France	 Netherlands
	 Portugal

The combined forces of each side must be balanced at the start of the game; if necessary, the strength of one of the chosen countries can be doubled and divided between two players.

STARTING MONEY

Each player starts with an asset of ***75 GP***. Players will use this initial money to purchase one or more warships, according to the specifications detailed below, at the price of as many GP as the points the ship is worth.

CHOOSE SHIP

See the **Warship List (p. 8)** to find out which ships are available to players. Every player's first ship will be placed in a port agreed upon with the GM. However, ships acquired later will start in the middle of the Atlantic, outside the numbered area, having to make an initial transoceanic journey to a port of their own choice. This journey is free of encounters, but must be made anyway to simulate the voyage from the shipyards in Europe.

Any vessel purchased by this method must be standard in all respects; only after it has participated in its ***first combat*** can any improvements or modifications be made to it (see **Expenses, p. 7**).

FLAGSHIP

When a player has more than one active ship, he must designate one of them as his ***flagship*** and give to it the "Flagship" characteristic (see **Special Rules List, p. 26**), paying the corresponding price. This expense takes precedence over any possible improvements or new purchases.

Players can assign additional *flagships* to provide vice-admirals to different fleets that travel separately, for the same points as the first one. It should be clarified that the player cannot get rid of

the first *flagship*, as it represents himself; but he can dismiss a vice-admiral for incompetence. Therefore, he can get rid of that additional *flagship*, but not recover the money invested.

MOVEMENT

BASIC PRINCIPLES

On each new turn, players will designate a movement route for their ships, with no more restrictions than the following:

A) Although it may seem obvious, it is worth noting that movement is carried out exclusively between maritime areas with numbered hexagons.

B) There is no minimum movement, but there is a maximum of 7 hexes of movement per turn.

C) It is not mandatory that the movement be carried out from port to port, but it is worth remembering that any sale of possible catches or loot, as well as the repair or improvement of ships, must be done in port. In short, it is recommended to end turn in a friendly or neutral port from time to time.



FLEET DISPERSION

Nothing prevents players from dispersing their war fleet, making each of their ships follow different routes, or making them go in groups of two, etc. It is also not mandatory for their various fleets to have their own *Flagship. Only the* first *Flagship*, which represents the high command of the fleet (and the player himself), is mandatory and essential.

For this same reason, this first *Flagship* does not include the random determination of ***the admiral's level of competence*** prescribed by the regulations, so as not to condition the player himself. However, the level of competence of any vice-admirals must be determined. The corresponding dice roll will be made as soon as the ***first game*** in which the affected vice-admiral takes part begins.

COORDINATING STRATEGIES

Although it would be ideal for each player's nationality and movements to be secret, at least from the outset, there is nothing to prevent two players from discussing it with each other and coordinating movements, for whatever purpose. The game director will consider that two players combine forces and form a convoy if they are on the same side and one of these two requirements is met:

1) The ships of both players cross paths as a result of a chance encounter. In such a case, it is logical to assume that the captains of both ships would exchange visits and talk, and might even alter routes to form a unified convoy.

2) Both players' ships arrive at the same port simultaneously. This makes it all the more understandable that the captains have plenty of time to coordinate their strategies.

In this case, the game master will consider that they can effectively form a combined squadron or convoy, and will apply joint scenarios to them.

PORT HEXES

A ship or fleet that remains stationary throughout the turn in a friendly, allied, or neutral port hex is considered ***anchored in port and inactive***; it will not suffer encounters and cannot be directly attacked. However, if an encounter occurs in that hex in which one of the sides has the right to request the assistance of the naval garrison, the anchored ship has the possibility to join it if it wishes.

SPECIAL PORTS

Some of the ports on the map have some special characteristics. They are as follows:

BILWI
Capital of the warlike kingdom of the Miskito Indians, Bilwi is a port ***hostile to Spain, but neutral to other players***. Except for the Spanish, everyone can land there and operate normally – including the French and pirates.

KING'S TOWN
Jamaica's administrative capital, King's Town counts as a safe haven not only for Allied players but also for ***pirates***, thanks to a delicate balance between the British governor of the island and the powerful guild of Sephardic Jews, whose obsession is to prevent the capture of the island of Jamaica by the Spanish at all costs.

NASSAU
Main port of the Bahamas islands, Nassau is a pirate den ***hostile to all players***.

ROUTE ALTERATION

The preset route can be altered:

- As a result of an encounter with allies resulting in the formation of a combined squadron;
- For having lost a battle (in which case the path followed must be retraced in the opposite direction);
- To initiate the pursuit of a fleeing opponent (following the pursued route);
- To transport ships captured in combat (by heading to a non-hostile port of free choice);
- If damage sustained in combat so advises (heading to a non-hostile port of free choice);

In all cases, the movement made as a result of the route alteration will be for the movement capacity remaining after normal movement, up to a maximum of 7 hexes per turn.

NAVAL ECONOMY

INCOME

Each player regularly receives a share of ***taxes*** on the commercial activity of their country's merchant fleet, at the rate of ***50%*** of the income it obtains each turn.

In ***direct naval combat***, each participating player squadron will receive ***5 GP*** for every enemy ship sunk, captured, or driven off the board. And if all enemies are out of action or have left, and there is at least one of their own functional ships on the board, the player is entitled to recover ***loot*** from all sunk or destroyed ships, for an amount of GP equal to ***25%*** of their point value.

> **Optional:** In ***indirect naval combat*** (i.e., involving a ***privateer***), the player from the same country as the privateer receives a ***50%*** of the privateer's combat income – or a ***25%*** if the combat involved a ***combined squadron*** of privateers and pirates (see **Combined Squadrons, p. 14**).

Finally, every player can obtain money from each ship ***captured*** in combat by their squadron; they can choose to keep it to enlarge their fleet, or to transform it into a corsair or escort (and then it goes into the ship pool), but they can otherwise ***resell it to intermediaries*** for an amount of GP equivalent to a ***50%*** of the captured ship’s points value.

Income from loot or the sale of catches only materializes when the affected squadron arrives in port. On the other hand, income from taxes always materializes.

EXPENSES

The money can be used to ***improve a ship*** that has already participated in combat adding new characteristics (which the rule set call Special Rules), which must be acquired for as many GP as points multiplied by the factor specified on the ship's own sheet.

> The new features cannot contradict the general restrictions of the *Galleys & Galleons rule set* or those specific to this campaign; nor can they alter its structural nature (Quality, Combat factor, sail, hull, keel or speed).
>
> Therefore, only improvements that exclusively affect ***armament*** or ***crew will be allowed***, with one exception: it is authorized to implement "*Sweeps"* on a ship that initially does not have oars. Consult the **Special Rules List (p. 26)** to find out the available improvement options and any possible incompatibilities.
>
> Modifications and improvements require ***1 turn*** of time with the ship anchored in dry dock.

Money can also be used to ***repair damage***, either to the ship itself or to captured ships. These costs are fixed: a point of *"Hull Damage"* on the collision table costs 5 MO, while those derived from the *"Critical Damage" table* cost 10 MO; repairing a point of generic damage, not attributable to the aforementioned tables, costs only 2 MO.

> Repairs do not cause ***any delay*** for the affected ship; they can be done from one turn to the next.

Finally, the money earned can be used to ***buy another warship***, at the cost of as many MO as the points the ship is worth. The new ships can be incorporated into the player's fleet and placed on the map under the conditions mentioned in **Choose Ship (p. 3)**, or they can be assigned to the role of merchant escort (see the **Escorts** section in **Other Ship Types, p. 13**) – and then they become dependent on the ship reservoir.

The player can always try to buy a different type of ship by going to the ***auction*** that will take place at the end of each turn, making his bid based on the starting price (see **The Auction, p. 23**). A merchant or pirate ship purchased by this method can then be dedicated to privateering activity (see the **Corsairs** section in **Other Ship Types, p. 13**), being transferred to the ship pool.

STAYING IN THE RED

All player expenses must be made in cash; that is, at the expense of the GP available in the player's purse, with these only exceptions:

- Whenever a player runs out of ships, they can ***buy on credit*** a new one, even if they don't have enough money. Their account will go into the negative and they won't be able to make any other expenses until they have paid off the debt.

- Similarly, whenever a player is required to designate a flagship and does not have enough cash to do so, they will have to purchase the *"Flagship"* feature on credit. Their account will remain in the negative and they will not be able to make any other expenses until the debt is settled.

WARSHIP LIST

The ***particular ship profiles in this list are canonical*** for the current campaign. Each special rule has its cost in points, but these points are not always "worth" the same, but become more expensive depending on the Quality of the ship. This equivalence has already been pre-calculated and incorporated into each individual ship sheet with the acronym **xGP**, but the online calculator from *Ganesha Games* itself (http://www.ganeshagames.net/army_builders/GalleysGalleonsBuilder.html) can be a valuable help.

These are the **10** ship types available to players, sorted by Quality (Q), Combat (C), and Points.

Type	*Q*	*C*	*Points*	*xGP*	*Special rules*
Gunboat	2	1	13	2,5	Boat, Chaser guns
Galiot	2	2	48	2,5	Galley, Shallow draft, Swashbucklers, Yare
Sloop	2	2	63	2,5	Galleon rigged, Razée, Shallow draft, Yare
Schooner	2	3	75	2,5	Galleon rigged, Razée, Shallow draft, Yare
Ketch	3	3	40	2	Galleon rigged
Brig	3	3	50	2	Galleon rigged, Razée
Frigate	3	4	72	2	Chaser guns, Galleon rigged, Razée, Trained gun crews
Small Galleon	3	4	76	2	Chaser guns, Drilled soldiers, Galleon rigged, High castles, Master gunner
Medium Galleon	4	5	65	1,5	Chaser guns, Drilled soldiers, Galleon rigged, High castles, Master gunner, Reinforced hull, Sluggish
Ship of the Line	4	5	72	1,5	Carronades, Chaser guns, Drilled soldiers, Galleon rigged, Master gunner, Trained gun crews, Veteran NCOs



THE MERCHANT FLEETS

STARTING COMPOSITION

For each player in the game there will always be a merchant fleet from their own country. These merchant fleets will initially consist of the following ships:

ENGLAND AND THE NETHERLANDS				
Type of ship	*Number*	*Capacity [Qx2]*	*Total gross profit*	*Taxes [Qx1]*
Flutes	*1*	*6*	*6*	*3*
Small Galleons	*1*	*6*	*6*	*3*
Schooners	*3*	*4*	*12*	*6*
Sloops	*4*	*4*	*16*	*8*
			40	*20*

FRANCE, SPAIN AND PORTUGAL				
Type of ship	*Number*	*Capacity [Qx2]*	*Total gross profit*	*Taxes [Qx1]*
Flutes	*1*	*6*	*6*	*3*
Small Galleons	*1*	*6*	*6*	*3*
Settees	*3*	*4*	*12*	*6*
Tartanes	*4*	*4*	*16*	*8*
			40	*20*

TREASURE GALLEONS

This is an exclusive option for the Spanish player, when there is one. Optionally, he can introduce a ***Treasure Galleon*** into his initial merchant fleet, in exchange for removing merchants of other types until his total gross profit and tax revenue equals those of the other players. The initial composition of the Spanish merchant fleet in the Indies could therefore be as follows:

Type of ship	*Number*	*Capacity [Qx4]*	*Gross profit [Qx2]*	*Taxes [Qx1]*
Treasure Galleons	*1*	*20*	*10 **	*5*
Type of ship	*Number*	*Capacity [Qx2]*	*Total gross profit*	*Taxes [Qx1]*
Small Galleons	*1*	*6*	*6*	*3*
Settees	*2*	*4*	*8*	*4*
Tartanes	*4*	*4*	*16*	*8*
			40	*20*

* The 10 MO difference between the total capacity and the gross earnings of a Treasure Galleon

represents the share of profits that the *"Casa de Contratación"* of Seville and the Crown of Spain itself keep. This money "disappears from the game" in favor of the aforementioned institutions, leaving 10 MO to be divided between the player and the merchant fleet. However, a captured Treasure Galleon doubles the normal earnings of the captor for its sale.

IN-GAME APPEARANCE

All ships in a merchant fleet will form part of the reservoir or *"pool"* of ships, remaining hidden from the players until one of them is detected by a chance encounter, as a result of a random extraction; in this case they will be involved in a naval combat, returning to the reservoir and continuing their commercial activity if they are not destroyed or captured.

New merchant ships can only appear in two ways: each turn a brand new merchant of a randomly chosen type will be put up for auction; but more often there will be captured merchants that a war fleet has sold to an intermediary, who will bring them to auction as well.

MERCHANT ECONOMY

INCOME

At the end of each turn, the ships still present in the reservoir will complete a ***trade operation***, which will yield an income of GP equivalent to their quality (Q) multiplied by two ***[Q x 2]***. A merchant fleet can also obtain income from the sale of a ***capture*** in naval combat, under the same conditions as a war fleet.

EXPENSES

50 ***%*** of the net income from the trade will be compulsorily and preferentially transferred to the player's account in his own country as ***taxes*** . It will also be mandatory and preferential to invest any profits in ***repairing own damages*** , before any other possible operation.

The rest will remain in the commercial fleet account, managed by the game director with the aim of financing possible purchases of more merchants, always by means of auction participation.

STAYING IN THE RED

Merchant fleet accounts ***cannot*** fall below 10 GP of gross income as a result of economic activity during the turn. If this ever happens, it is automatically considered ***bankrupt*** and the game ends (see **Game End and Winner, p. 24)**.

MERCHANTMEN LIST

Similar to player fleets, civilian fleets also have a variety of merchant ships at their disposal, should expansion become necessary. Again, it is important to remember that the ***ship profiles on this list are canonical*** for the current campaign.

> Thus, the ships on this list usually have a combat factor (C) one degree lower than their war equivalents, in addition to the *Merchantman* characteristic common to all of them; in the event of capture and incorporation into a war or pirate fleet, this combat factor will remain unchanged, to denote the different purpose for which they were built.
>
> Unlike player-managed ships, merchants cannot be customized while they remain part of their merchant fleet.

Below you can see the list of **10** ship types available in merchant fleets, sorted by Quality (Q), Combat (C) and Points.

Type	*Q*	*C*	*Points*	*xGP*	*Special rules*
Tartane	2	1	28	2,5	Lateen rigged, Merchantman, Razée, Shallow draft, Sweeps
Sloop	2	1	38	2,5	Galleon rigged, Merchantman, Razée, Shallow draft, Yare
Settee	2	2	40	2,5	Lateen rigged, Merchantman, Razée, Shallow draft, Sweeps
Schooner	2	2	50	2,5	Galleon rigged, Merchantman, Razée, Shallow draft, Yare
Ketch	3	2	20	2	Galleon rigged, Merchantman
Brig	3	2	30	2	Galleon rigged, Merchantman, Razée
Flute	3	2	40	2	Galleon rigged, Merchantman, Razée, Shallow draft, Yare
Small Galleon	3	3	36	2	Galleon rigged, High castles, Merchantman
Medium Galleon	4	4	44	1,5	Galleon rigged, High castles, Master gunner, Merchantman, Pilot, Reinforced hull, Sluggish
Treasure Galleon	5	5	40	1	Chaser guns, Galleon rigged, High castles, Master gunner, Merchantman, Pilot, Reinforced hull, Sluggish, Veteran NCOs



THE PIRATE FLEET

INITIAL COMPOSITION

At the start of the game, there will always be a pirate fleet with the same initial number of ships as the majority of merchant fleets, as can be seen in the following table.

Type of ship	*Number*
Small Galleons	*1*
Ketches	*2*
Brigs	*1*
Schooners	*1*
Sloops	*2*
Galliots	*2*

APPEARANCE IN THE GAME

The pirate fleet will also be part of the reservoir or *"pool"* of ships, remaining hidden from the players until one of their ships is detected by a chance encounter, as a result of a random extraction; in this case it will be involved in a naval combat, then returning to the reservoir if it is not destroyed or captured.

New pirates can emerge by purchase at auction (see **The Auction, p. 23**).

PIRATE ECONOMY

Pirate ships are not accountable to anyone, which is why no accounting is kept.

PIRATE SHIP LIST

What follows is the ***canonical list of pirate ships***, with their **9** possible starting types, sorted by Quality (Q), Combat (C), and Points.

Type	*Q*	*C*	*Points*	*xGP*	*Special rules*
Galliot	2	2	50	2,5	Derring-do, Dread pirate, Galley, Shallow draft, Yare
Tartane	2	2	65	2,5	Derring-do, Dread pirate, Lateen rigged, Razée, Shallow draft, Sweeps
Sloop	2	2	75	2,5	Derring-do, Dread pirate, Galleon rigged, Razée, Shallow draft, Yare
Settee	2	3	78	2,5	Derring-do, Dread pirate, Lateen rigged, Razée, Shallow draft, Sweeps
Schooner	2	3	88	2,5	Derring-do, Dread pirate, Galleon rigged, Razée, Shallow draft, Yare
Ketch	3	3	56	2	Dread pirate, Galleon rigged, Swashbucklers
Brig	3	3	75	2	Dread pirate, Galleon rigged, Razée, Swashbucklers
Small Galleon	3	4	78	2	Chaser guns, Dread pirate, Galleon rigged, High castles, Swashbucklers
Frigate	3	4	82	2	Chaser guns, Dread pirate, Galleon rigged, Razée, Swashbucklers

OTHER SHIP TYPES
(OPTIONAL RULES)

ESCORTS

An escort is a warship, either purchased or captured, that the player has separated from his main fleet, sending it to the reservoir or *"pool"* of ships with the specific mission of protecting a certain ***type of merchant***; so that the random encounter of another player with a merchant of that type also leads to the appearance of said escort.

For game mechanics purposes, a ship intended for escort functions is no longer strategically managed by the player – although its maintenance remains the player's responsibility, for all intents and purposes.

- An escort vessel never generates income on its own; since it will always be part of a merchant convoy, it contributes to any potential gains from ***captures*** in naval combat—gains which are split 50/50 between the player and the merchant fleet (see **Combined Squadrons, p. 14**).
- An escort ship can only be improved under the same conditions as a player ship; that is, after a first combat, at the player's expense and during a turn during which it will remain inactive.

PRIVATEERS

A privateer is any merchant or pirate ship that, after being captured by a player, is deliberately added to the reservoir or *"pool"* of ships, with the intention that it will act in future random encounters of any player (including himself). Unlike a normal merchant, a privateer ship is *never* discarded during the encounter definition procedure – thus adding an additional unforeseen ally or enemy to the scenario, like a Trojan horse.

- Corsairs can obtain profits equivalent to ***[Qx1]*** per turn thanks to ***trade***, which will be paid entirely into the account of their country's merchant fleet, *without taxes*.
- In a ***combat*** situation where it coincides with the player's own fleet, the privateer will join that squadron as an additional warship; consequently, it will not earn any rewards separate from those of the player.
- Otherwise, it can receive combat profits under the same conditions as a warship . If this is the case, ***50%*** of these profits go to the player's account, and the other half to the merchant fleet.
- In particular scenarios, a privateer may form ***a combined squadron*** with one or more pirate ships (see **Combined Squadrons, p. 14**).

To transform any ship into a privateer in the service of a country, you must buy the special rule *«Lettre de Marque»* (see **Special Rules List, p. 26**); and, if it was previously a pirate, remove any eventual *"Dread pirate"* characteristic, with the corresponding investment of time for the modifications.

VESSELS ON SPECIAL MISSION

There is initially in the *"pool"* of ships a small warship ***[Q = 2 and C ≤ 3]*** for each participant, fulfilling the special mission of transporting a VIP personality, whose life and safety will be their main responsibility.

It will be defined secretly whether the transported personality is ***"The Governor's Daughter"*** or ***"The Light in the Loafers Aristocrat"***, and will only be made public if the ship is finally captured. In any case, the general mechanism of the event is identical for both cases; the only thing that changes is the possible consequences.

> In the event of the ship being captured, it is discovered that it was carrying the aforementioned personality as a passenger. The hostage does not bring immediate income, so the player can complete his route normally. Once in port and before designating a new destination, the player will receive communication from the governor of (...)*, agreeing to pay him 75 GP ** for his ransom; but the exchange must be made in the aforementioned port, where the governor resides.
>
> > ** The port where the governor resides will be chosen at random from among those of the nationality of the captured ship.*
> > *** If the campaign included role-playing sessions, some bargaining could be conceived, but this is not the case. The price here is fixed, there is **no** bargaining involved.*

If the player accepts the transaction, on the next turn he will head to that port, which will be accessible to him for once; and upon arrival he will be paid the 75 GP. However, since it is a hostile port, he will not be able to make any other purchases, sales or repairs there.

- Once the hostage has been released, the governor may be tempted to attempt to capture and punish the player; this will be determined by heads or tails when the player's fleet leaves the port (see **Scenario 6 – Ambush, p. 20**).
- Otherwise, the player can ignore the request and continue their activity normally. In this case, however, they will not be able to avoid eventual consequences:

  In the case of *"The Governor's Daughter"*, he cannot prevent a superstition from spreading among his crew about the supposed unluckiness of bringing a woman aboard the ship. His flagship automatically acquires the house Special Rule called *"Woman aboard"* (see **Special Rules List, p. 26**).

  In the case of *"The Light in the Loafers Aristocrat"*, he will not be able to avoid the growing rumor mill about the *real reasons* for wanting to keep the young man on board. His flagship automatically acquires the house Special Rule called *"The Light in the Loafers Captain"* (see again **Special Rules List**).

COMBINED SQUADRONS

The term "combined squadron" would serve both to designate a specific tactical operational combination and, above all, a certain economic regime for the distribution of spoils, which is always ***50%*** between the parties.

- Thus, the profits obtained as a result of captures in combat by a merchant convoy with an escort will not be fully credited to the merchant fleet account, but will be shared equally with the player who owns the escort.
- Temporary alliances of pirates and privateers that can occur during the determination phase of naval encounters also operate under the economic regime of "combined fleet", with all possible loot also having to be divided 50% - something that indirectly also benefits the player from the same country as the privateer, as he has a contributory duty of 50% of his share with the player.



ENCOUNTERS AND COMBAT

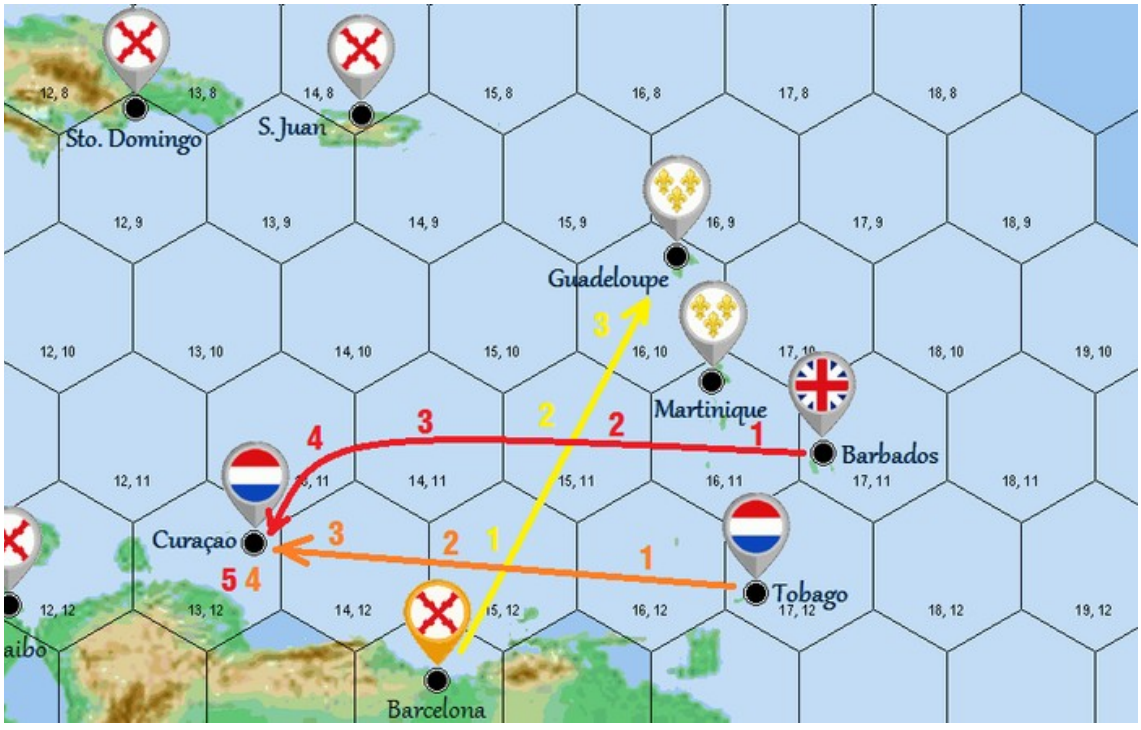
Each turn, encounters that could lead to naval combat may occur; the nature of such encounters will be determined by the general procedure explained below.

LEGAL AND ILLEGAL AGGRESSION

In this campaign, each player is part of one of two sides in a global war. Consequently, acts of aggression between players on the same side or against neutral countries are not allowed (in the event that the game director wishes to introduce any). Nor is it allowed to attack a ship that is anchored in a port (see **Port Hexes, p. 5**).

ROUTE INTERSECTION

It will first be checked whether the routes marked by each player intersect with those of any other player. An intersection is considered to exist if two ships simultaneously penetrate the same hexagon. If both ships are on the same side, they can ignore each other or decide to form a ***convoy*** to the destination port of one of them. But if they are on opposite sides, there will be a naval encounter that cannot be avoided.



In the case shown in this drawing, the yellow ship (Y) leaves Barcelona for Guadeloupe, the orange one (O) leaves Tobago for Curaçao and the red one (R) leaves Barbados for Curaçao. The colored numbers indicate the order of the movements of each one.

Ship Y does not meet O, because when it enters hex 15.12, the other has already left it and is in 15.11. Once there, Y does meet R, because it enters simultaneously (that is, in the 2nd movement step from hex to hex).

RANDOM ENCOUNTERS

If a player does not have any encounters using the method described above and is not anchored in port, then a series of random draws from the ship pool (see **The Ship Pool, p. 2**) will be made, following this procedure:

NUMBER OF EXTRACTIONS

In each turn, the extraction order will be drawn between the players.

There will be as many extractions from the reservoir (or dice rolls, depending on the management procedure chosen) as there are ships in the fleet of the player who is having the encounter, multiplied by 2 (that is, if the player has one ship, two extractions will be made; if he has two, then there will be four; etc.).

- If any of the results obtained turns out to be a wild card, it will be discarded and exchanged for two other draws.
- If any of the results obtained correspond to an unassigned value, it will be discarded and the extraction will be repeated.

OBTAINING RESULTS

Once the prescribed number of extractions have been made, the result will be analyzed.

- If the results have provided at least one enemy ship, all own and allied ships drawn will be discarded from the encounter (except if they have a *"Lettre de Marque"*). In this way, only enemy and/or pirate ships will be the effective object of the encounter –with the aforementioned exception of privateers.
- If the extractions have only yielded allied and/or pirate ships, but no enemy ships, then the allies will be part of the encounter, considering that they are being subjected to persecution by the pirate.
- If pirates and an enemy ship with a *"Lettre de Marque"* coincide, then they will all be considered to form a combined fleet under the command of the privateer.
- If there are only allied ships, then the affected player has no encounters that turn.

RESULT MODIFIERS

There are a couple of factors that can alter the number of ships involved in the encounter *"a posteriori"*.

- In each turn, the first time a merchant of a type that has an assigned escort is drawn, an escort ship will also appear alongside it; but this will not necessarily happen on successive draws within the same turn, unless that fleet enjoys more escorts for that type of merchant.
- If the encounter occurs in a port hex of one of the opposing sides, that side may add to the deployment a patrol ship from the naval garrison, chosen at random from ships with $Q = 2$ and $C \leq 2$ from the relevant list (warships or pirates, as the case may be). Allied warships that may be anchored there may also be added (see **Port Hexes, p. 5**).
- If the participating player was being pursued, the pursuers are automatically added to the encounter.

If any result is discarded, it is not returned to the reservoir until the entire extraction process is complete.

AVOIDING AN ENCOUNTER

Regardless of the specific encounter type, players only have the option to reject it outright if the ships sighted are on their side. Otherwise, every encounter always ends in a naval scenario.

However, it may happen that a player changes his mind once he sees on the game board the type of opponent he is actually facing and decides to avoid combat. In that case, he has two options:

A) Escape through the predetermined escape point, which will usually be the corner opposite to the deployment point. In this case, you will complete the journey normally.

B) Escape through any other point and return to the starting point of that turn, following the route followed in reverse by the movement capacity remaining. If the opponent was a pirate or another player, he will have the option of attaching himself to the player's tail like a tick and starting the chase.

If a "non-player" ship escapes the stage at any point other than the predetermined escape point, it will be considered captured by the opponent.

PURSUIT

A ship attached to a player's tail as a result of an abandonment on the board will not force an encounter or block its passage through ports not hostile to the player, but will follow it tirelessly at a distance until it has a new encounter, at which point it will join the combat.

A player under pursuit can only escape permanently by defeating the pursuers (i.e., destroying them or making them flee). If the player simply escapes, then any enemy ships remaining on the playing field can be added to the pursuer's queue.



SETTING A GAME

Scenarios are defined by a series of steps, which must be followed sequentially:

CATEGORIZING THE HEX

Depending on the hexagon where the encounter takes place, there may be certain terrain features or others, so it is necessary to identify it first. In the case of an encounter on the map, it will be the intersection point of the respective routes; but in the case of a chance encounter, ***1D7 must be rolled*** to know in which hexagon of the player's route the encounter occurs (that is, with a dice with more than seven sides, discarding any value greater than 7).

NATURAL ACCIDENTS

These are terrain elements that can appear on the stage depending on the type of hexagon:

If the hex is coastal, there is a 50% chance that there is a ***strip of land*** occupying one of the corners and extending on both sides no less than 1 Long Distance from the vertex. There is also another 50% chance that there is an island.

On the other hand, if the hexagon is not coastal but is adjacent to another that is, there is a 50% probability that there are islands, between one and three, a figure that will be determined using ***1D100*** and consulting the attached results.

1D100 < 50	1 island
1D100 < 10	2 islands
1D100 < 1	3 islands

In any other case, it is an offshore hexagon and can only contain ***sargasso weed***. The amount that can appear is determined in the same way as islands.

Each element will be individually placed on the table by a player chosen at random, no less than 2 Long Distances from any corner and 1 Medium Distance from preceding elements. If it passes a dice roll ***with a 50%*** probability, the opponent(s) has the right to move that element up to 1 Long Distance in any direction, respecting the aforementioned restrictions; or, alternatively, replace it with a ***shallows area*** of equivalent size, without changing its location. The strip of land can only be changed to an adjacent corner.

STARTING WINDS

Finally, the initial winds will be determined at random, using ***1D8*** with the following results:

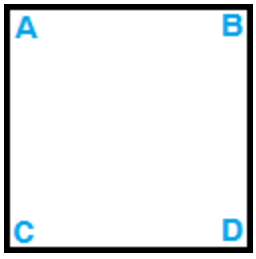
1 **N → S** *(north wind)*	**4** **SW → NE** *(SW wind)*	**7** **NW → SE** *(NW wind)*
2 **SE → NW** *(SE wind)*	**5** **NE → SW** *(NE wind)*	**8** **S → N** *(south wind)*
3 **E → W** *(east wind)*	**6** **W → E** *(west wind)*	

SCENARIOS

1 – Interception: occurs when the subject of the encounter is mercantile, or when one of the two sides doubles the opponent's points value. The defender first deploys from a corner of his choice (A), with the aim of reaching the other end or "escape route" (D), and the attacker chooses whether to deploy to the left or right of this (B or C).

If one of the sides triples the opponent's points value, they can change this scenario to the **Blockade scenario** at will. And if their fleet is made up of 4 ships or more, they can change the standard square board to a **Double sized scenario**.

2 – Clash: occurs when both sides are predators (either warships or pirates) and neither manages to double the other in points. It is determined at random who deploys first in a corner of their choice (A), and the opponent does so from the opposite end (D). The respective "escape routes" coincide with the opponent's entry point.



If one of the sides triples the opponent's points value, they can change this scenario to the **Blockade scenario** at will. And if their fleet is made up of 4 ships or more, they can change the standard square board to a **Double sized scenario**.

3 – Irruption: This kind of scenario is designed for when the player has an encounter while being pursued by a third party, or when the subject of the encounter already consists of opposing sides. Ideally, it would be a scenario for 3 or more participants.

The pursued party chooses their entry point (A) first; the pursuer then chooses whether to enter to the left (B) or to the right (C) of that point; and finally, the third party chooses whether to enter via the remaining vacant corner or through the pursued party's "escape routes" (D).

If one of the sides forms a squadron of 4 or more ships, they may replace the standard square board with the **Double sized scenario**.

4 – Blockade: alternative approach to scenarios 1 and 2. If one side triples the other in ship points, this superior side can freely choose this *standard Galleys & Galleons scenario*, with the more numerous side occupying the diagonal of the opponent's entry point (B-C).

5 – Beach duel: alternative approach to the previous scenarios. One corner (let's say A) is entirely occupied by a strip of dry land, which limits the opponents' choices:

In the event of a **Clash**, participants can only deploy in B or C.

In the event of an **Interception** or an **Irruption**, the participant required to enter via the corner opposite to the "dry land" corner (that is, D) must select either B or C as their "escape route", regardless of the choices made by any opponents.

It follows from all this that point D can only be chosen if there is no other option.

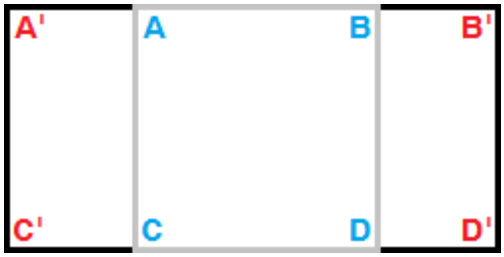
6 – Ambush : very specific and restricted scenario (see **Vessels on Special Mission, p. 14**). It occurs when the player was about to leave a port and, without prior warning, the authorities want to prevent

him from doing so. On the first turn, the player leaves the port at (A), while the pursuer will only be able to open fire from a coastal battery (*«Shore Battery»* or *«Shore Fort»*), determined at random and located at one edge of the table also at random, 1L away from point A. On the second turn, the pursuer will be able to send out a pursuing ship from the same point A (which will be a patrol ship from the naval garrison, chosen at random from ships with Q = 2 and C ≤ 2).

Shore Battery – A hastily assembled artillery battery protected by improvised defenses.		
40 points	Q3	C2
Special Rules	*Bastion*	

Shore Fort – A permanent wooden or stone structure housing an artillery battery used to protect harbours or strategic sea lanes.		
56 points	Q3	C3
Special Rules	*Bastion, Trained gun crews*	

7 – Double sized scenario: alternative approach to all the previous scenarios. If one of the teams involved in the game equals or exceeds the number of 4 boats, the gaming area will be rectangular 180 x 120 cm (or even longer, at will), instead of a square 120 cm. The entry points will be the same as if the board were square (A, B, C and D), but the escape points are shifted to the ends of the rectangle (A', B', C' and D').



MODIFYING FACTORS

1 – Darkness.
At the free choice of the player(s) involved; as long as one wants it, that's how it will be done.
It is mutually incompatible with the next case.
Visibility, artillery range and the benefits of the *"Flagship"* Special Rule apply only at Medium range, all ships temporarily acquire the *"Derring-do"* Special Rule and passing through shallow areas has a -1 penalty to the roll. These effects disappear when the first double 6 appears.

2 – Fog.
At the free choice of the player(s) involved; as long as one wants it, that's how it will be done.
It is mutually incompatible with the preceding case and the two subsequent ones.
The effects are identical to those of the Darkness but, unlike this one, the appearance of the first double 6 also implies a change of wind.

3 – Dead calm.
It occurs randomly, when the first double die that appears in a scenario is 1.
It is mutually incompatible with the preceding and subsequent cases.
It appears every time the double die indicating wind change is 1. It does not change the direction of the wind, but its strength, which is suddenly reduced by 2 levels. It is deactivated when any new double occurs (including a double 1), the wind resuming in the same direction as before; but it is activated again with another double 1.

4 – Strong gusts.

It occurs randomly, when the first double die that appears in a scenario is 6.
It is mutually incompatible with the two preceding cases.

It appears every time the double die indicating wind change is a 6. It does not change the direction of the wind, but its strength, which suddenly and immediately causes a Short distance movement for all ships that are upwind. The order in which they must move is dictated by the player in phase. It is deactivated when any new double occurs (including a double 6), the wind resuming in the same direction as before; but it is activated again with another double 6.



THE AUCTION

In this game, the Auction procedure channels ***the entire buying and selling market***, except for purchases of warships by players, which are made at market price (that is, at the nominal value of the ship in points), or the sale of captures.

If the captor of a ship (player, merchant fleet or pirate) wants ***to sell the capture***, he must do so to an ***intermediary*** or middleman, who will pay him 50% of the nominal value of the ship. This intermediary will take care of the repairs and put the ship up for sale by auction, establishing a starting price of 75% of its value plus the cost of any repairs.

A brand new merchant ship will also be auctioned off each turn, for a starting price equal to 100% of its point value. The type of ship will be chosen at random.

- Merchant fleets will bid in every auction automatically, with a cap equal to their actual liquidity minus the point value of the cheapest ship in the fleet.

- For their part, players can also participate in the auction at their own discretion and for the maximum amount they deem appropriate. Merchant fleets and players can coincide in the same auction, unless the latter explicitly prohibits the former from participating.

- It is considered that pirates also automatically participate in every auction.

The highest bidder always wins, having to pay an amount that is 1 MB more than the second bidder; if there was only one bid, it wins the auction by the starting price. If there are two or more bids of the same amount, the pirate side wins the auction. If there are no bids for a particular ship, the pirate side also wins.

If the buyer is a merchant or pirate fleet, the newly acquired by auction ship comes into play immediately, being added to the reservoir.

When the buyer is a player, the ship will be placed in a random port of its own. If it has to be modified to transform it into a privateer or warship, it will remain there in dry dock for a whole turn; otherwise, it will be able to receive and execute orders immediately (whether these are for movement on the map, or for incorporation into the reservoir as a privateer or escort).

CAMPAIGN MANAGEMENT

PHASES OF A TURN

1 Command and movement phase:

Communication from the GM explaining:

A) the players' account statements and the location of their fleets (without specifying their composition), and the administrative situation of ships in dry dock or purchased from shipyards
B) the accounts and composition of each merchant fleet
C) which ships will be auctioned, at what starting price and in what order

Players' response :

A) detailing what expenses they make; whether for improvement, modification or purchase (in the latter case, specifying which port they want the new ship they have purchased to arrive at)
B) saying whether they prohibit the respective merchant fleet from participating in any specific auction
C) stating whether they participate as a player in any auction and with what limit
D) if applicable, ordering a ship to enter the reservoir as a privateer or as an escort (and in the latter case, what type of merchant it should escort)
E) ordering the rest of the ships the movement route to follow

2 Auction and administrative phase:

The GM resolves the auctions, charges the expenses incurred, adds new ships to the reservoir or to the map as appropriate, checks the players' movements and any route intersections, and proceeds to determine any random encounters (the order of the extractions will be drawn).

3 Encounter and combat phase:

Communication from the GM explaining:

A) the result of each of the auctions
B) route intersections between players that have occurred
C) the random encounters that have occurred
D) the basic conditions of each scenario

Players' response:

A) proposing a date for the games

Dates are agreed upon, the scenarios are set up and played; depending on the results, any necessary route alterations are established, wins and losses are determined, and the GM duly notes them.

GAME END AND WINNER

If at the end of any turn it is verified that any of the merchant fleets ***has gone bankrupt*** (see **Objective of the Campaign, p. 1**), then the game will be considered over. At that time the players will make the necessary mandatory expenses and then proceed to count the assets of each one, with the one with the most being proclaimed the winner.

The asset count consists of adding player assets and assets from their country's merchant fleet, according to one of these formulae, agreed upon in advance between the participants:

FORMULA 1 Player = Ship Points on Map + [Cash + Taxes Enroute – Initial Ship Points] / 2 Merchant Fleet = [Ship Points in Reservoir – Initial Ship Points] / 2 + Cash
FORMULA 2 Player = Ship Points on Map + [Cash + Taxes – Initial Ship Points] Merchant Fleet = [Ship Points in Reservoir – Initial Ship Points] / 2 + Cash

I would humbly suggest Formula 2, which places greater importance on player squadrons role.



APPENDICES

SPECIAL RULES LIST

This is not the complete list of special rules contemplated by *«Galleys & Galleons»*, but only the list of ***those that can be purchased by players of this campaign***. For other special rules that may appear in the game, you must find the reference in the original rule book.

Boats (-3 points)
"Boats" represent a flotilla of boats or canoes placed in a joint base. This flotilla is propelled by oars, and can change its heading up to 45º and move 1 Short distance directly forward at the cost of an action, up to twice per turn. The canoes have very low keels and never need to roll dice to cross shallow waters.

They can fire individual weapons, but have no artillery capability, unless they are also equipped with *Chaser guns*; in which case they can only fire from the bow. The small size of these ships is both a blessing and a curse; while they present smaller and more difficult targets, they are also very fragile. Boat flotillas ignore *Critical Damage* and *All at Sea* rolls, but any excessive damage will sink them beneath the waves. They can never have a combat factor higher than 3 and cannot be repaired during the course of the game. In all other respects, a Boat flotilla is treated as a single ship.

Carronades (+2 points)
(Rule not included in the original G&G rule set, but in its supplement «Fayre Winds & Foul Tides»)

The ship is equipped on the upper deck with vicious short-barreled artillery pieces, specifically designed to clear enemy decks at close range. The ship receives an additional +1 modifier to its combat factor for its short-range broadsides from port or starboard. Unarmored ships, or those with only forward fire capability, cannot have carronades.

Chaser guns (+3 points)
The ship is equipped with a small number of artillery pieces both at bow and stern, which are usually used defensively or offensively during pursuits. The ship can fire from bow and stern with a combat factor of 1.

Derring-do (+1 points)
(In this campaign, it is mutually incompatible with Drilled soldiers and Veteran NCOs.)

The crew of this ship are reckless beasts who delight in boarding larger enemies. The first time the crew contests a boarding action, both they and their opponents have their combat factor reduced to 0. It should be noted, however, that all other combat modifiers apply equally.

This special rule may at first seem like a great advantage for boarding large ships by small ships, but it must be borne in mind that boarding actions can be unpredictable and an overly reckless crew may find that they have underestimated the fighting capacity of their prey.

Drilled soldiers (+3 points)
(In this campaign, it is mutually incompatible with "Derring-do")

This ship's soldiers crew have been professionally trained for combat on the high seas. They receive a +1 combat factor modifier during boarding actions against any enemy that does not also have this special rule. *"Drilled soldiers"* is mutually incompatible with *"Intimidating"*.

Fire ship (+5 points)
Incendiary ships are specially equipped ships with minimal crews and no shooting capabilities. However, they are loaded to the brim with incendiary material in order to head towards a dense enemy formation and set it on fire. In an incendiary ship, an action must be invested each turn to keep the fire of the incendiary material under control. Otherwise, the fire will get out of control and the ship will be engulfed in flames.

Remember that when a ship is on fire, no action can be taken other than trying to put out the fire. At the start of the player's next turn and all subsequent turns (i.e. before attempting to activate the ship), a die must be rolled against the *"Critical damage" table* with a +3 modifier. Any ship that comes into contact with a burning ship will also immediately catch fire.

Flagship (+ 15 points)
(Original regulations erroneously stated +20 points, corrected to "Fayre Winds & Foul Tides")
(A fleet with a "Flagship" cannot also have a "Dread Pirate"; for the same reason, this campaign also establishes that a fleet with a flagship cannot also have a "Corsage License").

The flagship of a fleet is one that is commanded by an admiral or higher-ranking officer, with authority over the rest of the ships in the fleet.

When rolling dice against its Quality, a flagship always gets one automatic success. So, for example, if you want to activate a *"Flagship"* with two dice, you only need to roll one and assume the other is a 6. Or, if a *"Flagship"* is sailing through a stretch of shallow water at medium speed, you only need to roll one die, as the other is an automatic success.

Additionally, any ship within 1 Long Range of the flagship receives a +1 modifier to its Quality dice rolls. It should be noted that this command bonus only applies to other ships in the squadron – not to the flagship itself.

In order to simulate the political pressures of powerful sponsors or courtiers, who are certainly there and usually try to place their own candidate as admiral, it is established that at the beginning of each game or campaign 1D6 must be rolled to determine the background and competence of the admiral, with the following results:

1D6	Character and competence of the admiral
1	*"Land lubber"* This is a frewshwater mariner unable to distinguish a cat of nine tails from a scythe. -1 penalty to all activation rolls.
2	*«Political appointment»* Sometimes it's not what you know, but who you know. This big man is in command but has never had the chance to earn the respect of his men. -1 penalty on rolls against the *"All at Sea"* table.
3 o **4**	*«Middling seaman»* This man is competent enough, but he has nothing exceptional about him.
5	*«Dashing»* The man knows how to handle the ship and his men. +1 bonus to all activation rolls.
6	*«Swaggering»* This commander has developed a well-founded reputation for fierceness. +1 bonus to board and shoot actions (but not to being shot).

In this campaign, you only need to roll for eventual vice admirals, not for the admiral himself (which is the player's responsibility).

Galleon rigged (+5 points)
Designed for long voyages, galleon rigs combine square and lateen sails to take full advantage of any available wind. As a rule, galleon rigs should be used for any large ship from the 17th century or later.

Galley (0 points)
Developed from Mediterranean precedents, galleys are slender ships propelled into combat by oars. They are armed with a battery of bow-mounted artillery pieces and usually carry a large complement of soldiers or warriors. A galley can move forward at M speed each action, up to two times per turn. They are unaffected by wind. A galley can only fire from the bow, and therefore cannot fire full broadsides. Galleys receive a +1 bonus to their combat factor in boarding actions.

High castles (+3 points)
The ship has high platforms at the bow and stern, called "castles", which provide defensive bulwarks and allow gunners to sweep the decks of an enemy ship. A ship with castles receives a +1 combat factor modifier in boarding actions against other ships that do not also have this feature. Ships with *"High castles"* cannot be *"Razée"*.

Lateen rigged (0 points)
A lateen rigged ship is equipped with large triangular sails aligned longitudinally across the hull and designed to catch the land-to-sea breeze when sailing along the coast.

***«Lettre de Marque»* (+15 points)**
(Rule specific to this campaign and optional, not contemplated by the original G&G rule set)

This Special Rule allows a merchant ship to exhibit aggressive (not simply defensive) behavior towards a potential encounter; it also allows it to alternate regular merchant income with predatory income, just like a player ship.

Possession of a *"Lettre de Marque"* nullifies all effects of the *"Merchantman" Special Rule* (although this is still necessary for trading) on artillery fire, boarding actions and modifiers of the *"All at Sea" incident table.*

A ship with a "Lettre de Marque" has the same effect on other merchant ships as a "Dread Pirate". Like the latter, it has no effect during a game where its fleet also includes a "Flagship", or as a result of the "Captain hit!" event on the "Critical Damage" table.

Master gunner (+4 points)
The ship's crew includes a Master Gunner, whose professionalism grants a +1 bonus to shooting. An *"Unarmed" ship* cannot have *a "Master Gunner"*.

Merchantman (-5 points)
The ship is optimized for cargo transport, sacrificing firepower to cargo space. It receives a -1 combat factor modifier when firing, and to boarding actions.

Pilot (+2 points)
The ship's captain has enlisted an experienced pilot, familiar with the local waters. The ship receives a +1 modifier to dice rolls for shallow waters.

Razée (+5 points)
The ship has been freed from excess weight and decks, leaving a sleek, slender hull capable of maintaining higher than normal speeds. Once per turn, the ship can move 1 additional Short Distance, under any wind except in when irons, at the cost of one action. A *"Razée" ship* cannot simultaneously have *"High castles"*.

Reinforced hull (+3 points)
This ship's hull has been reinforced with aged wooden frames, so it receives a +1 combat factor modifier when receiving artillery fire. In addition, a ship with a reinforced hull has a +1 modifier when rolling dice on the collision table.

Shallow draft (+3 points)
A ship with a shallow draft is designed to operate in shallow water, close to the coastline. It never has to roll dice to cross it. Only ships with a combat factor of 3 or less can have a *"Shallow draft"*.

Sluggish (-3 points)
Built like a huge bathtub, a ship with the *Sluggish* characteristic can turn no further than one wind rose step per action (i.e. half the normal, which is up to 45º). A *Sluggish ship* cannot also be *Yare*.

Square rigged (0 points)
The square rigging of this ship limits it to operating better with tailwinds.

Swashbucklers (+4 points)
Swashbucklers are impulsive crews who enjoy the opportunity to board ships. They can grapple and perform a boarding action for the cost of a single action. Note, however, that to board and take initiative at the same time they still have to spend three actions. In addition, *Swashbucklers* always receive a +1 modifier on the first combat round on any boarding action, regardless of who performs the action.

Sweeps (+4 points)
(The original rule set allowed up to two rowing actions per turn, corrected via errata in «Fayre Winds & Foul Tides»)

The ship is equipped with long oars that can be used when the wind is unfavorable. It can row 1 Short Distance at the cost of an action, once per turn; but only if it is unable to do so under sail (that is, if it has remained in irons).

***"The Light in the Loafers Captain"* (0 points)**
(Specific rule for this campaign, not covered by the original rule set or expansions)

The player affected by this Special Rule suffers the prejudice of a sexual orientation then considered disgraceful, for which reason all of an opponent's rolls against the *"All at Sea"* incident table have a +1 bonus to the die. This Special Rule only disappears by returning the kidnapped boyfriend to his lover. (see **Vessels on Special Mission, p. 14**).

Trained gun crews (+3 points)
The gunners on this ship have been well trained and do not suffer the normal -1 combat factor modifier when firing at Long range. If they fire at Double Long range, they do so with a -1 modifier instead of the usual -2.

Unarmed (-8 points)

This ship does not have any artillery pieces. The crew can only defend themselves using individual weapons at close range. An unarmed ship cannot have *"Master gunner"* or *"Trained gun crews"*.

Veteran NCOs (+3 points)
(In this campaign, it is mutually incompatible with "Derring-do")

The junior officers on this ship have seen a lot of action and know how to lead and rally their men. Whenever the ship loses or draws a boarding action, it receives an additional +1 modifier to its combat factor.

***"Woman aboard"* (0 points)**
(Specific rule for this campaign, not covered by the original rule book or expansions)

The crew of the ship affected by this special rule suffer the effects of a common superstition of bad luck for having a woman on board, which is why all rolls against the *"All at Sea"* incident table have a -1 penalty to the die. This special rule only disappears by returning the girl to her father.

Yare (+2 points)
This ship has particularly good maneuverability. It can make as many turns of up to 45 degrees as it can use. A *"Yare" ship* cannot be *"Sluggish" at the same time*.

ERRATA

Flagship
The special rule *"Flagship"* is assigned a value of 20 in the *Galleys & Galleons* rule book (p. 41). However, it only costs 15 points in *Ganesha Games*' own online calculator, which is (http://www.ganeshagames.net/army_builders/GalleysGalleonsBuilder.html). Since all ship profiles have been calculated using this calculator, the corrected value of 15 points is assumed.

Sluggish
The *Galleys & Galleons* rule book (p. 18) states that Sluggish ships require 2 actions to come about (i.e. to turn 45º). However, on p. 45 it is noted that a *Sluggish* ship can only use 1 action to come abut but that, when it does, it can only turn by half the normal angle (i.e. 22.5º or one compass point). This latter is the correct interpretation of the rule.

Sweeps
The *Galleys & Galleons* rule book (p. 13) states that ships with *"Sweeps"* can only row once per activation. On the contrary, on p. 45 it says that they can row twice per activation. The correct interpretation is the first one.

Small arms
Handgun fire (*G&G* p. 31) is a special weapon attack. Because its total range is limited to 1 Short range, it does not receive the +1 combat factor (C) modifier for short range.

SHIP NOMENCLATURE

Since not all the canonical types of ship used in this campaign coincide with the indicative profiles suggested by the *Galleys & Galleons* rule book, it has been deemed appropriate to add an explanatory list, for a better understanding by readers.

BRIG: medium sized ship with two masts and a bowsprit, and equipped with a combined square rigging and lateen sails.

> The *G&G* rule book distinguished two categories, *"brig"* and *"brigantine"*, differentiated only by quality (Q); a differentiation that we have not deemed necessary here.

FLUTE (*Fluyt*): a Dutch development of the galleon, pot-bellied and with a narrow stern, designed to maximize cargo volume and minimize the crew needed to manage it, while optimizing the sailing rig (even making the masts comparatively higher than on a normal galleon). Very fast and maneuverable but defenseless.

FRIGATE: medium sized vessel with three masts and bowsprit, with an artillery deck, equipped with mixed rigging combining square sails with a medium-sized lateen sail; specifically designed for war, slender, fast and heavily armed.

GALLIOT: small ship belonging to the *"galley"* family, with a single lateen sail, propelled mainly by about twenty oar banks; widely used in the fight against smuggling in Caribbean waters, it was armed with three cannons of varying caliber at the bow.

GUN BOAT: small boat propelled mainly by oars, with very little or no equipment, armed with a single large-caliber cannon (up to 24 pounds) at the bow.

KETCH: medium-sized ship of the *"brig"* family, with two masts and a bowsprit, equipped with round rigging (that is, predominantly square sails), sometimes with a lateen or medium jib sail**.**

MEDIUM GALLEON: medium-sized member of the galleon family, with high sides and characteristic fore and aft castles; it had three or four masts and a bowsprit, generally of combined rigging dominated by square sails; difficult to maneuver but reasonably fast and very solid, which made it very versatile.

> It is worth noting that, unlike *G&G*, here the *"galleon"* category has been broken down according to the size of the ship (small, medium or large), as will be seen.

SETTEE (*Sagetia*): medium ship of one deck, with three lateen rigged masts and no bowsprit; originating in the western Mediterranean, its use spread across America since 18th century, usually by Catalan explorers.

SHIP OF THE LINE: large vessel with three masts and bowsprit, with two or three gun decks, equipped with mixed rigging combining square sails with a medium-sized lateen sail; specifically designed for war, it used to be armed with a minimum of 60 guns of different calibers.

SCHOONER: medium or small two-masted vessel with bowsprit, related to the brig, but with the main rig consisting of knife sails, although they may retain a square sail on the foremast. Extremely fast and maneuverable it has been very influential in the design of modern sports boats.

In *G&G* rule set it was part of the *"pinnace"* category, which we have split into ***Sloops*** and ***Schooners***.

SLOOP: small single-masted ship with a jib or Bermuda mainsail, complemented by a large surface area of jib ***sails*.**

In *G&G* rule set it was part of the *"pinnace"* category, which we have split into ***Sloops*** and ***Schooners***.

TARTANE (*Tartana*): small ship with one deck, one or two lateen rigged masts and a bowsprit; also originating from the western Mediterranean, it was widely used in the Caribbean, according to documentation from the Spanish *"Casa de Contratación"* (=”Indies Trade Board”), which used to enlist sailors from Mediterranean countries, since the Castilians were not familiar with lateen rigging (*"mareage de levantiscos"* or “easterners rigging”, as they called it).

TREASURE GALLEON: the largest member of the *"galleon"* family, with a displacement of up to 2,000 tons; a true, heavily defended leviathan, used by Spain in its *"Indies Fleet"*.

As said, we have broken down the *"galleon"* category in three, according to the size of the ship (small, medium or large).

SMALL GALLEON: medium-sized ship designed like a galleon and also rigged with three masts just like galleons, but smaller in size, perhaps 60 to 200 tons of displacement. In Spanish, several variants are known with slight differences (that we’re going to ignore for ease), such as *"urca"*, *"galeoncete"*, *"zabra"*... the latter being very similar to the English *"race-built galleon"*.

We might have chosen to use the name *"pinnace"* instead, which quite accurately defines the category --but in the end we have desisted, not to provoke confusion with *G&G*’s own *“pinnace”* category, despite we having discarded it, as said before when explaining ***Sloops*** and ***Schooners***. Obviously, you dear reader can ignore our *“small galleon”* term and use *“pinnace”* instead.