
A & A GAME ENGINEERING PRODUCT SUPPORT

Product Support sheets come in the following types:

- Clarifications – these are more general clarifications about game play in response to questions from players.
- Corrections and Amendments – these include corrections to errors in game data, typing errors, and mistakes in game play that have come to light. These may come in two alternatives:
 - applicable to the most recent edition.
 - applicable to previous editions. These items will all have been incorporated into the latest edition on sale.
- New Rules – These rules will have been developed in response to requests from players. They may also have been developed from House Rules (see below).
- House Rules and player suggestions. House rules that are tested and work well may be incorporated into the basic rules if the author(s) approve.

The content of the sheets follows the same order as the rules in the book and the first sheet shows a summary of these sections and indicates those that are affected by the current sheet.

IRON AND FIRE

OPTIONAL RULES FOR SAIL-POWER FOR USE WITH IRON AND FIRE EDITION 3 ONWARDS

DATE: 4 MAY 2018

All Items in this document are © David Manley and A & A Game Engineering

When we published the 3rd Edition on Iron and Fire we took the view that the rules for sail-power were not really appropriate as this was highly unlikely to be used in battle.

We have been asked to make the rules from the previous edition available, and we are happy to oblige.

These rules are reproduced as they appeared in edition 2.2.

SAIL POWER

⇒ 1 Movement under sail

⇒ 2 Fallen Masts

⇒ 3 Sail-Assisted Steam

SAILING CIRCLE

SAIL-POWER

1 – Movement under Sail

The use of steam power had effectively ruled the use of sail obsolete in tactical situations. Indeed, many ships which are shown in reference books as having full sailing rigs only carried these in peace time, during delivery voyages, or for long distance voyages where encounters with enemy vessels were not expected. As a result most of these vessels had their rigs stripped down almost to bare masts for action. However, there may be cases where sail power is needed, in particular high seas actions such as the fights between Union blockaders and Confederate blockade-runners and privateers. For these cases a very simple set of sailing rules is included.

A Sailing Circle is included with these rules. Place the Circle over the ship, determine the direction from which the wind is blowing and read off the speed. Normal sailing speed is the number at the centre of the track of numbers. For example, if the wind is coming from dead astern (track 2/3/5/8/9) Normal sailing Speed would be 5 knots. Read one number to the left if the wind is Light or if the vessel is an Ironclad. Read one number to the right if the wind is Strong or if the vessel is a 'Good Sailer' (determined by the referee - usually restricted to fast blockade-runners, clippers and schooners), or if the vessel is Small or Very Small. If the ship has lost a mast reduce speed proportionally.

Tacking takes two turns to complete. In order to tack a ship must **start** and end the turn Beating (i.e. pointing into the region of the Sailing Circle marked 1/2/4/5/6). After movement it is turned so that it is pointing directly into the wind. At the start of the following turn roll a d10, modified by -2 for each lost mast, -2 if the bowsprit has been carried away, and adding the Crew Quality Modifier (Seasoned +1, Green -1). If the score is 1 or less the ship has "gone into irons" - it remains pointing into the wind and drifts 1d6 inches downwind. If the score is 2 or more the ship has successfully tacked - it is turned across the wind so that it is sailing as close to the wind on the opposite tack. It may then move off as normal.

2 – Fallen Masts

The maximum speed of a ship under sail will decrease as masts fall. For simplicity, reduce the maximum speed proportionally as masts are lost. For example a ship with three masts losing one mast will have its sailing speeds reduced by one third. Fallen masts will lie over the ships side away from the wind. Vessels with fallen masts suffer a number of penalties until the mast and debris are cut away:

Fire Risk - if the ship fires any guns on the side over which the mast has fallen there will be a risk of fire, as the muzzle flash from the guns may ignite the sails and cordage. Roll a d10 if any guns are fired on the side over which the mast has fallen. On a roll of 8+ a fire has started. Treat as Critical Hit No. 5.

Drag - The drag of the mast and debris in the water alongside the ship will cause difficulty in turning. When turning away from the damaged side increase the ship's Turn Class by 2. If this results in a Turn Class larger than Very Large the vessel is unable to turn away from the damaged side.

Tacking - Ships with fallen masts which have not been cut away cannot tack away from the side over which the mast has fallen.

3. – Sail Assisted Steam

Vessels may combine sail power with steam power to increase the maximum speed attainable by the ship when under steam power alone. To determine the speed increase, take the first number in the relevant speed track on the sailing circle (which depends on the relative angle to between ship's course and the wind).

