

Man of War



Logbook

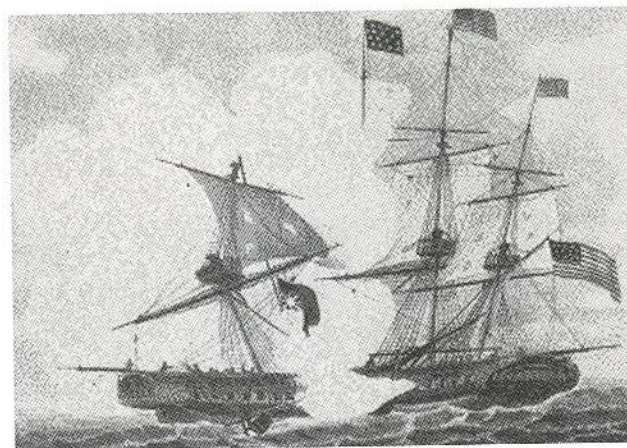
ALIVE ON WAR

THE HISTORY OF THE AGE OF FIGHTING SAIL.	2
GAME INTRODUCTION.	36
INSTALLING THE GAME.	37
MAIN MENU.	40
OPTIONS MENU.	41
SAVING AND LOADING GAME FILES.	42
RESOLUTION OPTIONS.	43
NEW SCENARIO.	44
DOCTRINE.	46
ORDERS.	49
3D RESOLUTION PHASE.	55
WINNING THE GAME.	57
SCENARIO EDITOR	59
MULTIPLAYER MODE.	67
THE CAMPAIGN.	70
TROUBLESHOOTING.	77
TECHNICAL SUPPORT.	78

Man of War

THE HISTORY

Man of War



THE AGE OF FIGHTING SAIL

Billowing sails; tall stately masts serenely silhouetted against the horizon. The Man-of-War, the ship which dominated the Age of Sail, has long evoked romantic images of the distant past. But the Man-of-War was not built with romantic images in mind. It was built for a very practical purpose, namely, to enhance the wealth of a nation by opening up the sea lanes to trade and commerce. "To be masters of the Marine Power is to be masters of all the Power and Commerce in Europe", wrote Daniel Defoe in the early 1700's (1). A strong fleet of warships assured mastery of the seas which guaranteed free passage of goods across the oceans. Such a fleet was also instrumental in the acquisition and defence of colonies, key aspects of the eighteenth century economic policy, since it could assist remote land campaigns by transporting large numbers of troops over long distances. In short, national pride and power were closely bound to the state of the navy. And so it was on sea-worthiness that empires were built during the eighteenth and nineteenth centuries.



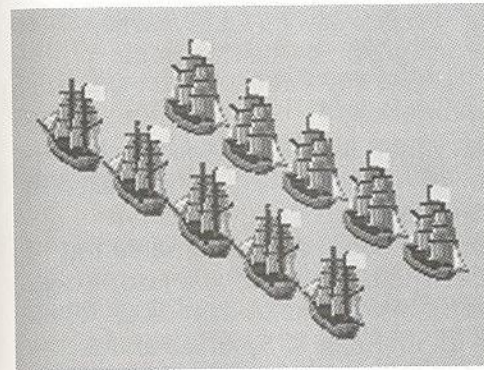
The Man-of-War

Over 200 feet in length and 50 in beam, the Man-of-War was remarkably efficient and durable. It was designed to spend long periods at sea searching for enemy vessels as well as escorting commercial convoys to distant destinations. In fact the greatest advantages of the sailing warship were its almost unlimited endurance and its self-sufficiency. With wind as its source of power, the Man-of-War did not have to put to shore to refuel. Having doubled in size since the preceding century, the hull of the eighteenth century Man-of-War could carry supplies to last many months for the 600 to 850 crew aboard. Resupply ships would be sent to restock the Man-of-War with food and water, allowing the ships to remain at sea often for months and sometimes years. The British Admiral Nelson, for example, was renowned for having spent two years on blockade without once setting foot off his ship. Moreover, repairs could be carried out at sea even after battle. Since warships were made of wood, they rarely sank. Damaged masts could often be mended by the crew, while holes were plugged and more general repairs were made by the carpenters on board. Finally, technological advances increased the Man-of-War's independence. An accurate chronometer which measured longitude at sea, was invented during the 1760's. Used until the advent of radio, this piece of equipment kept the admirals accurately informed of their position and, consequently, extended the length of time ships could safely remain at sea.

In terms of their classification, warships of twenty guns or more were divided into six "rates". The rates were defined by the length, beam and tonnage of the vessel and by the number of guns aboard. The first rates had 100 guns or more; the second rates, 84 to 100 guns; the third rates, 70 to 84 guns; the fourth rates, 50 to 70 guns; the fifth rates, 32 to 50 guns; and, the sixth rates, 20 to 32 guns. Usually only the first three classes of warships participated in main fleet actions. These Men-of-War were considered "ships-of-the-line" so-called because of the bow-to-stern, line-ahead formation they assumed during battle - a formation that allowed effective



broadside gunnery as ships passed by each other in parallel lines. The faster fifth and sixth raters or frigates were generally used to gather and convey intelligence while the fourth rate ships, of which few were built, participated in battle only occasionally as part of the smaller fleets.



Line-ahead formation

Life Aboard a Man-of-War

If our image of the Man-of-War, at peace or in battle is romantic, the reality of life on such a vessel was quite different. Overcrowded, damp and unsanitary, the ships were rife with disease and vermin. Malnutrition was not uncommon on long voyages. Most of the crew were quartered and worked on the lower decks, rarely glimpsing the light of day. Equally destructive to morale was the overwhelming boredom. The huge crews were really only needed during battle and to carry out repairs. Unengaged, the crew had little to do. And engagements were often long in coming; fleets would sometimes sail for months in search of an enemy. Strict discipline and training were necessary to keep the crews in order. It is not surprising then that while there were a number of willing and able volunteers on each ship, up to one half the crew on British ships, for example, were not



there by choice. Some were "pressed into service", a policy introduced in England during the late 1300's. That is, they were rounded up on streets and in pubs, taken against their will by "press-gangs" and forced to serve in the Royal Navy. Others were known as "quota men". These "quota men" were a mixed group that ranged from criminals compelled to join the navy by magistrates to educated "professionals" such as lawyers and teachers who found their way out of debtors' prison by serving in the Royal Navy.

By 1797 morale in the Royal Navy hit a low point. Apart from the poor living conditions, wages for the crewmen had not increased in over a century, despite significant inflation over the years. It seemed only fair to the crew that they be fairly compensated for their efforts, since the defence of Britain depended to a large extent on the navy and since life on the high seas was so dangerous. Their discontent culminated in 1797 with mutinies at Spithead and the Nore.

The Man-of-War in Battle

Despite the fact that a fair number of crewmen served on board against their will, they pulled together to transform their ship into a mighty war machine once the signal to prepare for battle was given. Within minutes decks were cleared, goods stowed and guns readied. Once in battle the offensive power of the Man-of-War was impressive. Admiral Nelson's Trafalgar fleet of twenty-seven ships included 2232 guns which could fire shot weighing between twelve to sixty-eight pounds. Despite the awkwardness of working the heavy guns on rolling seas, gun crews, especially those of the Royal Navy, were very efficient. Using ropes, pulleys, wedges, handspikes and the like to control guns weighing up to four tons, it took a team of six to fifteen crew only two to five minutes, depending on the size of the artillery, to clean, load, aim and fire a cannon. The British crew were also trained to fire accurately and quickly. While the massive broadside with all guns blazing was the



preferred technique, it was difficult to maintain and strained the timbers. As an alternative, the British gunners developed the technique of "ripple-fire" or firing each gun on deck in rapid succession in order to sustain an assault.

Although naval artillery had changed little in some two hundred years, there were several notable advances toward the end of the 1700's: recoil absorption was refined and the effective range of guns increased to about one mile. As well, flintlocks were adapted to fire guns on ships. These flintlocks replaced the linstock, slow-matches and fuses, making firing easier and more accurate. Most importantly, the introduction of the "carronade", a short-barrelled gun of large calibre, gave the British a decided advantage in close-range firing. The "smasher", as it was sometimes called, weighed less than a normal twelve-pounder but could fire a sixty-eight pound shot. Since the heavy ball was too difficult to handle, the carronade tended to be loaded with hollow shot which broke up when it went through the side of a ship causing wood and iron to splinter, seriously damaging the enemy ship and sending its crew scattering in order to avoid injury. This gun suited the British who preferred to fight up close at ranges of one hundred to two hundred yards or less. It was less useful to the French who tended to maintain a fair distance between ships during battle.

Considering the proximity of the ships and the large numbers of crew and artillery, it is not difficult to imagine a Man-of-War battle scene. Ships passed alongside each other thundering deafening broadsides, filling the air with blinding smoke, blasting enemy ships, killing and maiming the enemy. In the event of a boarding, usually a brief but always a bloody event, sailors were armed with a variety of weapons such as cutlasses, pistols, muskets, pikes and hatchets. To prevent boarding, the Man-of-War was fitted with boarding nets, spikes and swivels. Upper deck crewmen were issued all manner of pikes and poles with which to spear intruders as they tried to cut their way out of the nets. According to one author the sea battle "was a horror unsurpassed by modern machine warfare. The compulsion of commanders was to bring the big



wooden ships physically together, forming compact butcher shops. The grappling of two matched warships was like a collision of overcrowded poorhouses, whose lousy, half-starved and drooling inmates fired cannons point-blank... at each other. Men literally shot each other to pieces and saw the pieces." (2)

Anglo-French Naval Rivalry

By the mid-1700's a number of nations had navies designed to augment their commercial ventures. The longstanding maritime powers of Portugal, Spain, and Holland whose navies had reached their zenith in an earlier age, still maintained significant numbers of warships to serve their commercial and colonial interests. However, the main antagonists at the height of the Age of Sail were Britain and France. From the late 1600's to Napoleon's defeat in 1814, these two rivals battled for supremacy in Europe, Continental North America, the Caribbean, Egypt and India. Despite the ambitions of France, particularly under Napoleon, Britain emerged as the unquestioned sea power by the early 1800's. British mastery of the seas came about for a number of reasons. The effective training of the British crew and technological advances in weaponry have already been mentioned. The British also made important innovations in the area of communications. To ensure co-ordination of tactical manoeuvres between an admiral and his captains, a new system of signals was introduced in the 1780's and fully refined by the turn of the century. Apart from technological innovations, two other factors separated the Royal Navy from its rivals - the role of its leading officers and the British vision of the nature of the navy.

The impact of a professional, talented leadership within the Royal Navy's officers corps cannot be overestimated. Despite the Admiralty's reluctance to modify the formal Rules of Engagement which dated from the mid-1600's, imaginative commanders emerged



who were able to overcome the limitations of what had become an unduly rigid line-ahead battle formation by introducing innovative, effective strategies. In addition, unlike France whose navy derived principally from the aristocracy, the British developed a professional navy, a navy in which admirals and captains had seniority and were not likely to be challenged by junior officers.

But it was, perhaps, the fundamental difference in French and British perceptions of the role of the navy which most influenced their respective strategies and ultimately decided their fates. During the late 1700's France won most of her land battles but only a few naval engagements. The purpose of the French fleets was to escort convoys, land armies and support wars on shore. They were instructed to pursue a strategic objective but to avoid all-out sea battles against equal or stronger forces in which their ships could be seriously damaged. As a result the French tended to fire high to disable the enemy's rigging and then leave the scene, rarely pursuing a fight to the finish. The British, on the other hand, were far more aggressive in the use of their navy. While they used their ships for purposes similar to those of the French, their fleets were ordered to seek out enemy fleets and fight them at any odds. Their preferred stratagem was to hit the hull of an enemy ship in an attempt to destroy the gun batteries and force the striking of colors. The British tactics led to considerable success: between 1793 and 1814, the Royal Navy captured or destroyed over 1114 enemy ships including 207 ships-of-the-line. The traditional French policy lasted until Napoleon decided to change it just before Trafalgar. By then it was too late. Nelson's victory established British naval supremacy for the next century. So it was that Britain, at the turn of the nineteenth century became the greatest naval power the world had ever seen.



Historical Background

The battles presented in **MAN OF WAR** are based on actual battles of the American War of Independence, the French Revolutionary Wars and the Napoleonic Wars, roughly covering the period 1776 to 1814.

1. American War of Independence

During the American War of Independence, 1776-1783, Britain found herself at war not only with the Thirteen Colonies, but with most of Europe as well. France's humiliating defeat during the Seven Years' War in which she lost most of her North American possessions to Britain, inspired a naval renaissance in an effort to reclaim her former naval status. Having invested heavily in her navy and officer corps during the 1760's and 70's, France saw the American war of independence as an opportunity to defeat the British. Spain, which had also suffered the loss of colonies as a result of the Seven Years' War, was brought into the struggle against Britain with the promise of Gibraltar among other pieces of British territory. The Dutch, who had strong Republican sympathies, supported the American movement for Independence from the British crown. At the same time, the "armed neutrality at sea", an idea promoted by Russia and supported by Sweden and Denmark (1780), Austria and Prussia (1782), and Portugal (1783) was a reaction to British strong-arm tactics of boarding ships and seizing goods declared "contraband" from neutral countries. This British policy engendered hostility from those whose ships she boarded. With few friends to support her, Britain stood quite alone.

France provided the Americans with the most support both on land and at sea. In effect, the American War of Independence represents a high point in French naval operations. For example, the French gave the British Admiralty a lesson in naval tactics at Ushant (1778); effectively harassed the British in the Indian Ocean on several



occasions including an engagement at Sadras (1782); and, their actions at Chesapeake Bay (1781) were instrumental in the British surrender at Yorktown.

Clearly the British navy was stretched to its limits during this period. It had to protect extensive trade routes and ensure the security of overseas possessions as well as provide support and reinforcements to the British military campaign in North America. Yet they did manage to recover from the above-mentioned set-backs. The British victory at the Saintes (1782) pre-empted an attack on Britain's possessions in the Caribbean and helped to maintain her influence in that arena. By the end of the American War of Independence, the French not only failed to acquire any significant territory, but found that their costly participation in American affairs left them virtually bankrupt. The empty treasury was one of the main causes of the French Revolution of 1789. With no money available, the French navy deteriorated - ships rotted and crews became mutinous.

2. French Revolutionary Wars

By the time Britain and Europe became embroiled in the French Revolutionary Wars (1792-1799), France's navy was not only in serious disrepair, but many of the best French naval officers had been exiled or executed and replaced by inexperienced juniors. The French Revolution and its rallying cry, "Liberty, Equality, Fraternity" alarmed conservative governments throughout Europe, particularly as the Revolution and its leadership became more radical and passed profound social reforms which threatened the status quo elsewhere. However, it was the execution of Louis XVI and the triumph of republicanism that most worried the British government and the traditional European monarchies. In 1793 the First Coalition which included Britain, Spain, Holland was formed against France. But this alliance was short-lived. One by one its members were either defeated by France or returned to older alliances. Holland was overrun by the French in 1795 and Spain



allied with France the following year thereby giving France access to the Dutch fleet in the North and the Spanish fleet in the Mediterranean. Further attempts by Britain to ally with European powers to stop the French also ended in failure. Once again Britain was forced to stretch her naval resources to their limit. And she did so with considerable success. While France was highly successful in her land battles, the British fleet kept the French from reinforcing their colonial garrisons. In 1797, Jervis and Nelson defeated a much larger Spanish fleet at Cape St. Vincent; later that year the British effectively blockaded French ports. Moreover, Nelson foiled Napoleon's Egyptian Campaign of 1798-1799 which was an effort to cut the British off from her possessions in the East Indies.

3. Napoleonic Wars

With Napoleon in power (1799-1814), the Anglo-French naval rivalry peaked. Napoleon's options, as far as he was concerned, were quite clear: "Either our government must destroy the English Monarchy," wrote the Emperor, "or must expect itself to be destroyed... Let us concentrate all our activity upon the navy and destroy England. That done, Europe is at our feet" (3). Unfortunately, Napoleon's genius for land battles did not extend to his naval tactics which were generally ineffective against the Royal Navy. The defeat at Trafalgar put an end to any ideas of invading England and guaranteed British domination of the sea.

MAN OF WAR Battle Scenarios

Five of the Naval battles presented in this game are based on battles fought during the American War of Independence: Ushant, Dogger Bank, Chesapeake, Sadras and, the Saintes. The Glorious First of June, Cape St. Vincent and Camperdown are considered part of the French Revolutionary Wars. The naval battles which occurred during the Napoleonic period include Cabrita Point,



Trafalgar, San Domingo and Lissa. The following is a brief synopsis of each of these engagements. It is important to note that the actual number of ships involved sometimes varies from one historical account to another.

Ushant - July 28, 1778

On July 28, 1778, five months after the French entered the American War of Independence on the side of the American colonies, the French and the British clashed off the coast of Ushant, 100 miles west of France. The British were led by Admiral, the Honorable Augustus Keppel, the tradition-bound commander of the Channel Fleet at the time. Heading the French fleet was the Comte D'Orvilliers, a wily and cunning tactician.

In the early summer of 1778, Admiral Keppel, was given two assignments. The first, a defensive measure, was to put his fleet of 30 ships between the French fleet and its Spanish allies at Cadiz, in order to impede joint Franco-Spanish actions. The second was to watch for and escort a British convoy carrying a rich cargo of tea, porcelain and silk from the East Indies. On July 8, 1778, the Comte D'Orvilliers, aware of this convoy, set sail from the port of Brest with 32 ships intending to intercept it. For two weeks the two fleets cruised the seas south of England and west of France both looking for the same convoy but apparently unaware of each other's position. Keppel spotted the French on the afternoon of July 23, 100 miles off the coast of Ushant. With the wind to his advantage, he prepared to engage D'Orvilliers the next day. Keppel, however, was dealing with a very shrewd tactician. Under cover of darkness, D'Orvilliers had sailed his fleet upwind of the British, thereby gaining the windward advantage. Although this manoeuvre placed the British between the French and the French coast, D'Orvilliers calculated the advantages of such a move outweighed the risks.



For three days, D'Orvilliers maintained his advantage. On the third day a sudden squall caught the British by surprise. Blinded by sheets of rain and tossed about on the raging sea, Keppel could do little until the storm passed. When it finally blew over, Keppel saw the entire French fleet heading straight toward him. D'Orvilliers had seen the squall coming and had ordered his fleet to sail in an easterly direction, toward France. Steering directly toward Keppel he attempted a new "hit and run" tactic. The object of this tactic was to rake the enemy's sails and rigging and then race away either to prepare for a second quick strike or to run. Either way, the "hit and run" was intended to avoid a potentially harmful head-on battle, yet inflict significant damage to the enemy ships. The tactic, however, depended on speed and therefore, a good wind. Unfortunately for D'Orvilliers, the wind died down slowing the movement of the two fleets and weakening the effectiveness of his strategy. The brief engagement that followed ended in the early afternoon causing some damage to both sides, but did not have the impact that D'Orvilliers had anticipated. Both the French and British reformed shortly after. Keppel, though, would not re-engage until all of his ships were in the traditional line-ahead formation. However, three ships in the rear, needing emergency repair could not join the line. It was dusk before these vessels were able to join the fleet, too late to continue battle on that day.

Next morning Keppel awoke to find that D'Orvilliers had outsmarted him once again. During the night the French Admiral had left three ships in the area with lanterns lit to indicate the presence of the French fleet. Meanwhile he casually sailed the bulk of his fleet back to France. So ended the first Anglo-French naval action of the American War of Independence.

As a naval confrontation, Ushant was a draw. The French sustained some 750 casualties and the British 500. The real importance of this battle for the British was a lesson in naval tactics. By refusing to attack the enemy in anything other than the unbreakable line formation, Keppel had allowed D'Orvilliers to escape. Once back in England, debate raged over whether Keppel should have waited for



the three ships or attacked immediately without them. He was court-martialled and acquitted, becoming a popular hero in the process. The commander of one of the three damaged vessels, questioned Keppel's refusal to attack until the entire fleet was in formation, but was himself roundly criticized for failing to support Keppel. The controversy surrounding the outcome of the Battle of Ushant highlighted the consequences of strict adherence to the traditional battle line. Many officers in the Royal navy realized that the line-ahead formation was not an effective defence against the French tactic of "hit and run". However, the Royal Navy was not yet ready to rethink its tactical approach to battle. Fortunately for the British, new leaders such as Horatio Nelson, Samuel Hood and John Jervis to name but a few, appeared on the horizon, prepared to breathe new life into the rules of naval engagement and effectively challenge the "tyranny of the line".

Dogger Bank - August 5, 1781

As soon as the Dutch Government officially recognized American Independence in 1780, the British declared war on Holland. The fact that the two countries were at war weighed heavily on the British fleet since the Royal Navy was now forced to patrol the North Sea, further stretching the limits of its already over-extended resources. The Battle of Dogger Bank, named after the area of the North Sea near Holland where it took place, was the only battle between the British and the Dutch during this period. It is remembered as one of the last battles fought exclusively on the traditional rules of engagement.

The battle came about as Sir Hyde Parker and his fleet of seven warships and six frigates were escorting some 200 merchantmen from the Baltic back to England. On August 5, 1781 he sighted a Dutch squadron of similar size under the command of Admiral Johan Zoutman escorting a Dutch convoy to the Baltic. Upon spotting the Dutch, Parker ordered the merchantmen to continue on to



England while he attacked Zoutman's fleet. Evenly matched, both sides formed well-ordered lines of battle. Each ship held its position; the Dutch withheld their fire until the British were in their proper places. Only then did the two sides pound one another in an action that ended in a standoff some three hours after it had begun with both sides suffering heavy losses. The Dutch recorded 142 men killed and 403 wounded while the British claimed 109 dead and 362 wounded. Despite his battered ships, Zoutman managed to escort his convoy back to Holland. Parker's squadron, badly damaged, was unable to pursue them. In proportion to the number of troops engaged, British casualties were greater than those of any of the battles with the French during this period of war. Parker, for his part, was extremely upset with the Admiralty for dispatching him with what he believed to be an inadequate force. He subsequently resigned his commission.

Chesapeake Bay -September 5, 1781

The naval action which took place in Chesapeake Bay on September 5, 1781 marked an important turning point in the American War of Independence. Support from Washington's French allies on land and particularly at sea helped the Americans contain the British at Yorktown and provided much needed impetus for their cause. By May 1780, the American land forces were seriously demoralized by the loss of Charleston, South Carolina as well as the defection of General Arnold to the British who held nearly all the bases on the eastern seaboard. Washington had only 1000 troops to stave off Cornwallis' troops who were advancing on Virginia and moving toward Chesapeake Bay. Both he and his French allies, under the command of the Comte de Rochambeau were desperately in need of reinforcements and turned to the French navy for much needed support. The French fleet in America was commanded by Admiral De Grasse, an officer of great distinction who had served in several battles of the American War of



Independence including Ushant. While anchored at San Domingo in the West Indies, De Grasse received news of the situation in America. Rochambeau and Washington left De Grasse to decide how the naval forces could best reinforce the land operations.

De Grasse had to choose whether to head for New York, the principle British base, or to sail to Hampton Roads at the mouth of the Chesapeake where the British army was headed. Since the French Government had previously refused to support a formal siege at New York, De Grasse chose to sail to Hampton Roads. He set out on a little used course which took his fleet leeward to the Bahamas and up the coast of the mainland.

At the same time, a British fleet under the command of Admiral Samuel Hood had been searching for De Grasse along the eastern seaboard. On August 25, while De Grasse was still moving up the coast, Hood arrived at Hampton Roads. Not seeing the French, Hood continued north up the coast toward New York. Five days later De Grasse arrived at the Virginia Capes from the south and anchored in Lynnhaven Bay. He put his troops ashore and sent two ships to blockade the James and York rivers. Meanwhile French reinforcements were sailing from Newport, Rhode Island and troops under Washington and Rochambeau were moving toward the Chesapeake. In short, Franco-American land and sea forces were converging upon Cornwallis who was now hemmed in at Yorktown.

While in New York, Hood joined forces with Admiral Graves, a senior officer who became commander of the British fleet. Together Graves and Hood sailed south to intercept De Grasse's reinforcements and assist Cornwallis. Spotting a few suspicious sails as they approached the Chesapeake, Graves and Hood expected to find some French reinforcements. They did not expect to run into De Grasse and his entire fleet.



The French too, were caught off-guard. On the morning of September 5, 1781, De Grasse did not expect to see twenty-seven enemy vessels of which nineteen were Men-of-War. In a mad scramble the French fleet put out to sea. As luck would have it, Graves was an unimaginative tactician and allowed the French to clear the Bay, move out to sea and get into proper formation before beginning his assault. The British had the windward advantage and, as Hood suggested, could have attacked each enemy ship as it came slowly tacking out of the Bay, thereby destroying the French lead ships before the rest of the French squadron could get out. But Graves was a formalist who believed in the established rules of engagement and regular line battles. And so De Grasse knew exactly what to expect. Had Hood's ideas prevailed, the outcome of this battle might have been very different.

Action began at four in the afternoon and continued for about two and one half hours. Immediate success went to the British, but the French soon recovered. However, De Grasse was still to the leeward and was unable to pursue his advantage. Graves refused to risk re-engagement since a number of his ships were disabled. He withdrew, deciding against an alternate strategy put forward by Hood which had been successfully employed against De Grasse in a previous battle.

For five days the two squadrons remained in sight of one another. When the wind shifted, De Grasse, convinced that the reinforcements had reached the Chesapeake safely, returned to his anchorage. So concluded the battle at Chesapeake Bay. The French reported 220 casualties and the British, 336. The latter, however, suffered far more damage to their ships. While only two French ships were incapacitated, five British ships were rendered unfit and one was burned.



De Grasse's reinforcements did, in fact, reach the Chesapeake, bringing to thirty-six the number of warships under his command, a sizable force able to withstand further naval offensives. Free from naval threats, Washington and Rochambeau tightened their grip on Yorktown. Cornwallis capitulated on October 19, 1781. By gaining control of the sea at the right moment De Grasse contributed greatly to the ultimate victory of the American colonists. Wrote one British historian, "it was not the Declaration of Independence that brought the United States into being... It was the Battle of Chesapeake Bay which decided the final issue of the war, crowned the work of Washington, and reduced to ashes our grandiose ambition to keep North America under the crown" (4). An exaggeration.....perhaps. Yet victory at Chesapeake no doubt provided the Americans with an advantage over their adversaries at a critical moment.

Sadras - February 17, 1782

Sadras was the first in a series of battles between the French and the English for control of the East Indies. Far from the main theatres of battle during the American War of Independence, Sadras was, nonetheless, directly related to events in North America. The British, having lost at Chesapeake and having subsequently surrendered at Yorktown, were determined to defend their possessions elsewhere.

Admiral Sir Edward Hughes had been appointed to command the British fleet in the East Indies in 1779. After several British military successes against the French and the Dutch, the French became ever more determined to drive the British out of India. Once Holland joined the alliance against the British, France became committed to defending Dutch overseas possessions. These included the Cape of Good Hope and Trincomalee, both important links in the route to India. The French, therefore, reinforced their Indian Ocean Fleet under the command of the Comte D'Orves. When the British



fleet designated to watch the French ports was dispatched to relieve the siege at Gibraltar, a squadron of five ships was able to leave Brest for the Indian Ocean under one of France's most able naval commanders, Pierre Andre de Suffren, Bailiff of Malta.

Early in 1781, the British decided to strengthen their lines of communication with India by seizing the Dutch colony at the Cape of Good Hope. A squadron of five ships was sent to take the colony and then move on to augment Hughes' small fleet. When word arrived that Suffren was headed toward the Cape, this squadron was ordered to intercept the French commander. The two fleets met on April 16, 1781. In a brief battle Suffren defeated the British expedition. He arrived in the Indian Ocean and anchored off Madras in February, 1782. Immediately before his arrival, the Comte D'Orves died, leaving Suffren in charge of France's East Indian fleet. Once in command, Suffren decided to land at Mysore and retake Trincomalee - strategically important to controlling the Indian Ocean.

The British fleet of nine ships and the French fleet of twelve spotted each other on the morning of February 17, 1782 off the coast of Sadras. Hughes tried to position his line so that he would be able to attack from the windward when the afternoon winds rose. Suffren, however, did not allow the British the luxury of this advantage and attacked before the British were able to form their line. The three leading British ships were downwind and had difficulty getting into action. Employing unorthodox strategy, Suffren ordered his rear ships to run up the leeward side of the British rear and double on them. However, his captains, not understanding these instructions were unable to carry out his plan. Disappointed with the outcome of the engagement, Suffren believed that he could have destroyed the British squadron if his captains had followed his orders, instead of simply damaging two enemy vessels.

After the Battle of Sadras, both sides withdrew. Suffren sailed south and cruised off the shore of Trincomalee while Hughes went



to Madras to refit his ships. Despite the outcome of Sadras, Hughes refused to concede defeat. Sighting the French once again, this time to the windward off Providien on April 11, 1782, Hughes prepared for a second engagement with Suffren. This time Suffren did not attempt tactics unfamiliar to his captains. The battle which ensued appeared to be a draw, but in fact, Hughes' ships sustained so much damage that his fleet was forced to anchor at Trincomalee for six weeks to carry out repairs. Meanwhile Suffren freely cruised around Ceylon, assisting French convoys and transports through the area and harassing British convoys and transports. Without a British fleet to patrol, the Sultan of Cuddalore was able to retake his territory from the British. Once Hughes' ships were once again sea-worthy he engaged Suffren on several more occasions. But none of these encounters were decisive. Both the British and the French maintained a presence in India for some time.

The Saintes - April 12, 1782

"It is easier to reach the summit of power than to stay there. If the War of American Independence had ended with the surrender of Yorktown, the French navy would have emerged from the conflict triumphant all along the line "(5). But France and Spain, seeking revenge for past defeats at the hands of the British, persisted in their efforts to seize enemy territory. And so, while fighting the French in the Indian Ocean as well as the North and South Atlantic, the overextended Royal Navy was forced to defend British interests in the Caribbean. The Battle of the Saintes was fought off the coast of a small group of islands that lie between Dominica and Guadeloupe. Following on the heels of the debacle at Chesapeake Bay, the "Moonlight Battle", as the Saintes became known, demonstrated that Britain still had a formidable fighting force.



After his success at Chesapeake Bay, the triumphant Admiral De Grasse returned to the West Indies and landed his troops at St. Kitts. He was followed by Admiral Samuel Hood who, having sailed to Antigua after Chesapeake, moved on to St. Kitts to join forces with Admiral Rodney. Rodney returned to England leaving Hood to keep De Grasse pinned down until he was able to return to the West Indies with a fresh fleet. Early in 1782 Rodney returned to the Caribbean with thirty-six ships-of-the-line. With his thirty-one ships and crew worn out from the engagement at Chesapeake Bay, De Grasse tried to delay a confrontation with the British until he could join with 15 Spanish ships in the area. But the British had received word that De Grasse was planning an attack on Jamaica. Rodney, his fresh ships armed with the new carronade, an improved short-range gun, was determined to fight the tired French.

On April 8, De Grasse tried to slip past Hood and Rodney. However, the British would not let De Grasse elude them. Late on April 11, the two fleets were close enough for Rodney to form a line of battle. He held off until daylight. On the morning of April 12 a sudden shift in the wind threw the French fleet into confusion. In the chaos that followed, Admiral Rodney broke through the French line followed by two of his ships and then the entire British rearguard. Moving out of line formation to cut across the enemy line was unconventional but successful. The French fleet was badly shattered. Five ships of the line and De Grasse himself fell into the hands of the British.

But the real significance of the Battle of the Saintes was not in the prizes. Rather, the British victory had an important impact on the outcome of the peace negotiations that were going on between Britain and her adversaries, then underway in Paris. It handed the British an important bargaining chip in the peace talks and ensured her continued presence in the West Indies. Moreover, after the Saintes, the French and the Spanish never recovered their positions in the Caribbean.



The Glorious First of June - June 1, 1794

At the time of the Glorious First of June, France was at war at home and abroad. Domestically, France was in the throes of what became known as the 'Reign of Terror' an era of political uncertainty which had begun with the French Revolution in 1789. In addition to political instability, several poor harvests resulted in famine and rising grain prices. These combined pressures led to the outbreak of civil war in several regions of France.

It was against this background of war, civil strife and famine that the French ordered a grain convoy of some 120 ships from America to feed its starving population and, consequently, found itself battling the most powerful and well-equipped navy of the period in the first major Anglo-French clash of the French Revolutionary Wars.

On April 2, 1794, the French convoy left Chesapeake Bay for Brest with an escort consisting of four ships-of-the-line. British Admiral Richard Howe, an experienced commander with over 50 years of service to his credit, was ordered to intercept this grain convoy. He was accompanied by a group of well-seasoned senior officers all of whom had distinguished naval careers.

The task of diverting the British from the convoy's course fell to the recently promoted Rear-Admiral Villaret de Joyeuse, an officer with limited leadership experience. In fact, few of the French officers involved in the battle had significant leadership experience. Only one of the captains of the French warships involved in the Glorious First of June had commanded a ship-of-the-line before 1789.

Howe set sail from his base in Torbay in early April, 1794 but spotted neither the convoy or Villaret's fleet until May 28, 1794. On that day, about 400 miles off the coast of Ushant, Howe's flagship, the Queen Charlotte, sighted Villaret on the windward side about 10 miles (16 km) away. When the two fleets met they were evenly matched with twenty-six ships each.



Villaret held off from immediate attack and maintained his advantageous windward position. Having learned of the grain convoy's location from a frigate, Villaret continued to divert the British away from the convoy which was out of sight on a southerly course.

Howe fired the first shot at six in the evening. He sent six leading ships in squadron formation to attack the French from the rear. The battle that followed cost each side one ship and yielded no clear advantage to either the French or the British. Howe resumed his attack early the next morning disabling three of the enemy's two-deck ships and gaining the wind advantage. Yet, despite the loss of crew, materiel and strategic position, the French fleet managed to draw the British still further away from the grain convoy which passed safely through the area of fighting the very next day.

After a two day respite due to heavy mist, Howe renewed his assault on the morning of June 1, 1794. The fight on that day was fierce and close. However, the superior skills and tactics of the British gave them an important advantage. In particular, the British had more experienced crew and more accurate gunners. Their repeated broadsides aimed at the hulls, where the gun stores were kept, effectively disabled their opponents.

When the smoke cleared, some four hours after the battle began, Howe had taken six ships: two eighty-gun ships-of-the-line and four "seventy-fours". A seventh ship, *Le Vengeur du Peuple*, was sunk. By the early afternoon the French fleet was in disarray. The battle had also taken a toll on the Royal Navy. Several British ships were heavily damaged an exhausted Howe, was unable to follow up his victory by sending a detachment to search for and capture the grain convoy. Thus the Glorious First of June was a pyrrhic victory for the British. Although Howe clearly defeated the French fleet, the convoy reached France, unharmed, on June 7, 1794.



Cape St. Vincent - February 14, 1797

The Battle of Cape St. Vincent took place off the Sagres headland, a strategic point on the southwestern tip of Portugal where Prince Henry the Navigator (1394-1460) founded his maritime observatory and school and where, since the time of Sir Francis Drake, English fleets had waited for their enemies. There, Admiral Sir John Jervis's fleet of fifteen ships went up against a twenty-seven ship Spanish fleet which included the 136-gun *Santissima Trinidad*, the largest Man-of-War ever built. The Spanish ships were on their way to join up with a French fleet at Brest in an attempt to invade the British Isles.

Admiral Sir John Jervis was sailing in two columns of seven and eight when he spotted a Spanish force, led by Don Jose de Cordoba, heading for Cadiz. The Spanish force was escorting a convoy of five ships carrying mercury, essential to refining silver, from Malaga to Cadiz. After delivering the mercury to Cadiz, Cordoba was instructed to proceed to Brest to assist France in an invasion of Ireland and then England. (The French had sent several expeditions during the 1790's to help the United Irishmen secure complete independence from Britain). Cordoba was in loose formation with six ships sailing well ahead of the rest. Although the Spanish had the windward advantage, Jervis decided to attack in order to exploit the huge gap in the Spanish fleet. He ordered his ships to follow in a hairpin curve. However, as the lead ships advanced around the bend in the curve, the gap between them widened. It became clear that the ships in the rear would take a long time to engage. Noting this, Commodore Nelson, whose ship was toward the end of the line ignored Jervis's instructions and instead of following the curve, cut across the line directly toward the Spanish ships. Attacking the enemy some fifteen minutes ahead of the rest of the British fleet, he fought a dozen Spanish ships single-handedly. "If you always disobey orders in like manner" remarked Jervis to Nelson, "you'll be forgiven in advance" (6)



In all the British captured four ships-of-the-line; two with 112-guns were larger than any Royal Navy ship of that time. Jervis's victory was cheered in England. The following verse captures the popular reaction to his success:

Howe made the Frenchmen dance a tune
An admiral great and glorious
Witness for that the First of June
Lord how he was victorious
A noble sight as e'er we seen
And did the country service
But twenty-seven beat with fifteen
None ever did but Jervis (7).

Heroes who dominated the British navy for the next eight years, Jervis was rewarded by being named the Earl St. Vincent while Nelson was promoted to Rear-Admiral and made a Knight of Bath.

Camperdown - October 11, 1797

Camperdown, an action between Britain and Holland, is remembered as one of the bloodiest battles of the French Revolutionary Wars. The engagement, which took place seven miles off the Dutch coast, was an attempt by the British to stop the Dutch from assisting the French, who, it appeared, were planning a landing in Ireland as a stepping stone to invade England.

Initially part of the First Coalition (1793) along with Britain, the Dutch were overrun by the French in 1795 and from then on fought against their former allies. In response, the British arranged a blockade off the coast of Holland. Command of the blockade force was given to Admiral Adam Duncan who watched the Dutch port for two years despite difficulties arising from the mutinies of British crew at Spithead and Nore in 1797. In fact, during the Nore Mutiny all but two of his ships were deserted. After the mutiny, Duncan cruised his ships off the Dutch coast but eventually



returned to Yarmouth to refit, leaving three ships in place to keep an eye on the Dutch.

On October 9, 1797, while at Yarmouth, Duncan learned that the Dutch had ventured out under Admiral Jan Wilhelm De Winter with 16 ships-of-the-line, five frigates and five brigs. Duncan immediately set sail from England with eleven ships-of-the-line. Though fewer in number than the Dutch fleet, the British fleet was far superior in weaponry, carrying nine carronades while the Dutch had none. When the two fleets met about seven miles off the coast of Holland, the Dutch were heading north in line of battle. Afraid that the Dutch would enter port, Duncan attacked at once his eleven ships had, by this time joined with the three which had been left behind to watch the Dutch coast without attempting to form a single line. The Dutch were now in very shallow water and the British risked running aground in their pursuit. Nonetheless Duncan pressed on, vowing to fight the Dutch on land if he couldn't fight them at sea.

In the battle which followed, the British navy captured seven battle-ships, two fifty-gun ships and two frigates - half the effective strength of the Dutch navy. Admiral De Winter's ship was captured with the help of William Bligh, former Captain of H.M.S. Bounty, and de Winter taken prisoner. Camperdown deprived the French of a useful ally and ended any remaining Dutch hopes of becoming a first-class naval power. The most significant aspect of this battle from a naval standpoint was the great accuracy and rapidity of the British gunnery. The Dutch themselves acknowledged that the British ships fired three times as quickly as their own ships.

Despite the fact that Camperdown was a clear victory for the British, both sides sustained heavy casualties - 1,040 British and 1,1600 Dutch crew were either killed or wounded. As many as 6000 Dutch are believed to have been taken prisoner. As his reward, Admiral Duncan was accorded the title Viscount Duncan of Camperdown.



Cabrita Point - July 12, 1801

The battle which took place off Cabrita Point on July 12, 1801 was the final action in a plan developed by Napoleon to reinforce his army in Egypt. Control of Egypt, Napoleon believed, would impede British expansion in the Near East and in India and cause irreparable damage to his enemy's commercial interests.

For several months before guns blazed at Cabrita Point, the French, under the command of Rear-Admiral Ganteaume, had unsuccessfully tried to get supplies through to their troops in Egypt. Their attempts were thwarted both by the British fleet and by local opposition. During February 1801 the British fleet managed to land 16,000 troops in Egypt. By early September, Alexandria, the last French enclave, fell to the British. But while the land battle was in progress the French tried to use its navy and the navy of its ally Spain to maintain its interests in Egypt.

The French Admiral Durand Linois was ordered to sail from Toulon with three ships and join up with six newly built French ships and six Spanish ships in Cadiz. The fifteen ships were to transport troops from Italy and land them in Egypt in an attempt to squeeze the British army between those on whom they were advancing and the newly arrived French troops.

Linois left Toulon on July 1, 1801. He sailed as far as Algeçiras but since Cadiz was blockaded by the British, he was unable to link up with the French and Spanish ships. Linois then moored in at Algeçiras, in full view of Gibraltar, under the protection of the Spanish batteries and forts as well as fourteen Spanish gunboats which lined Algeçiras Bay. A five-ship British squadron under Rear-Admiral Sir James Saumarez sighted Linois's three ships on the morning of July 6 and gave the battle signal. Apparently almost the entire population of "the Rock" came out to watch as the battery on Cabrita Point opened fire. In the cannonade which followed, the British, disadvantaged by a lack of wind, struggled to get into action. After almost six hours, Saumarez abandoned the



action having sustained heavy casualties - 375 killed, missing or wounded - and losing the 74-gun Hannibal to the French. Nonetheless Saumarez refused to accept defeat.

Linois, for his part, did not follow up his victory, possibly because he suffered even heavier losses than the British (586 killed, missing or wounded), and substantial damage to his ships. While his ships were being repaired at Algeçiras, Linois sent a message to Cadiz requesting reinforcements before the British could attack again. Early on the morning of July 9, the Franco-Spanish squadron set out from Cadiz. Of the six Spanish ships in the fleet, three had three decks and two were among the most heavily armed in the world at that time. The fleet cast anchor off Algeçiras.

On the same day, two ships from the British detachment that had been watching Cadiz, reached Gibraltar to reinforce Saumarez. Saumarez now had five ships-of-the-line to Linois's nine. At noon on July 12, the British spotted the Franco-Spanish fleet leaving Algeçiras and forming a battle line off Cabrita Point. As the British passed out of the harbor at Gibraltar, they gave the battle signal. The Spanish squadron, instead of engaging, headed out to the Atlantic increasing the distance between themselves and the British fleet. In the gathering darkness, Admiral Saumarez sent the *Superb*, one of the ships which had not been involved in the recent Battle of Algeçiras, to chase and attack the enemy's sternmost ships. The *Superb* did exactly that, setting one 112-gun Spanish ship, the *Real-Carlos*, on fire and forcing the surrender of a smaller French ship. In the smoke and confusion, the *Real-Carlos* collided with a second 112-gun Spanish ship and set it ablaze. Both ships exploded in the early hours of July 13, losing over 1700 out of 2000 crew.

Cabrita Point was important from a strategic and political point of view. The battle demonstrated the exceptional competence of the British Mediterranean Fleet. The British were victorious despite the fact that the Franco-Spanish fleet outnumbered the British force nine ships to five ships; that two of the enemy ships were far more powerful than any in the British fleet; and, that the action was



fought at night with most damage being inflicted by one British ship - the Superb. Politically, the defeat at Cabrita Point convinced Napoleon to abandon his efforts to reinforce the French troops in Egypt a decision which enabled the British to win the land battle in the area.

Trafalgar - October 21, 1805

The Battle of Trafalgar was the final act in a bold campaign that Napoleon had launched against the British almost a year earlier. Napoleon firmly believed that if France did not destroy England, England would destroy France. So it was that the Emperor massed a flotilla of several hundred barges and a large army at Boulogne in anticipation of the French fleet clearing the way across the Channel for his army. "Let us be masters of the Straits for six hours" wrote Napoleon, "and we shall be masters of the world".

Napoleon devised an ambitious plan to defeat the British using the combined French and Spanish fleets. He ordered Admiral Villeneuve, the young commander of France's Mediterranean fleet, to elude the British blockade, sail to Martinique escorted by a Spanish squadron and, once in the West Indies to join up with several other French and Spanish squadrons. The Combined Fleet would then decoy the British into the Caribbean, force it to disperse and then return to the Channel to escort Napoleon's invasion forces into England.

The plan went well for Villeneuve at first. He managed to slip past Nelson's blockade at Toulon. Joined by three Spanish ships from Cadiz, he arrived in Martinique on May 14, 1805. Nelson, delayed in his search for Villeneuve because of poor weather conditions, was unsure of his adversary's whereabouts and chased after him in the wrong direction. Unfortunately the squadron which Villeneuve was supposed to meet was unable to break through the British blockade. Having waited forty days to rendez-vous with the French Atlantic Fleet he could wait no longer. In the meantime,



Nelson had established Villeneuve's position and was quickly closing in on him. Anxious of Nelson's proximity, Villeneuve sailed back to Ferrol in Northern Spain.

Nelson managed to inform the British Admiralty of Villeneuve's movements and a detachment from the main Channel fleet was sent to intercept the French off Cape Finisterre. There, a British fleet of fifteen ships was waiting for the combined fleet of twenty. But the battle which followed was inconclusive. The British, somewhat disorganized, were unable to win a decisive victory. Nonetheless, the British forced Villeneuve to harbour south of his intended destination. As he pulled out he spotted what he thought was a British squadron. In order to avoid an encounter he sailed into Cadiz. Short of supplies and with many sick sailors Villeneuve had to resupply and put the sick ashore. When Napoleon ordered Villeneuve to leave at once for the Channel to carry out the invasion of England, the wind was against him and he was forced to shelter in Cadiz. Napoleon was furious at what he believed to be a missed opportunity to conquer Britain.

Villeneuve anchored in Cadiz under the watchful eye of Admiral Collingwood until October 19, 1805. Nelson took several weeks leave in Britain in September 1805. When he resumed his command he vowed that he would "yet give M. Villeneuve a beating". His opportunity came shortly after he joined the British fleet off Cadiz on September 28, 1805.

Napoleon did not give up the idea of annihilating the British fleet. In early October, the Emperor instructed Villeneuve to leave Cadiz to support the French in the Mediterranean as part of yet another campaign to destroy the British fleet. As he withdrew from Cadiz on October 19 with eighteen French ships and fifteen Spanish ships, some twenty-seven British ships were waiting for him. Nelson, determined to destroy his opponent once and for all, developed an unorthodox plan of attack and made sure that his captains were thoroughly prepared so that there would be little need for signals during the assault.



Essentially, Nelson rejected the long line of battle in front of the enemy. Rather in what became known as "the Nelson Touch", the order of battle was to consist of two columns heading for the enemy line. These two columns were to break up the enemy line as it crossed the "T" and cause a general melee. The British captains would then place their ships alongside those of the enemy.

Soon after daybreak on October 21 the opposing fleets were in clear view of each other. Villeneuve's Franco-Spanish fleet was heading southward and the British were about 15 miles to the windward. The British steered in two columns as planned with Nelson leading the windward column and Admiral Collingwood leading the leeward column. At first Villeneuve, aware that passage through Gibraltar would involve a major fight, tried to reverse his position and return to Cadiz. But given the proximity of the British he could not return. After some considerable difficulty his ships managed to form a crescent shaped line.

Around noon, Admiral Collingwood's division, attacking the rear of the Franco-Spanish fleet, opened fire on the enemy and broke through their line. Soon after, Nelson attacked and the melee was underway. Just over an hour later, as he was pacing on the deck of his ship, Nelson was struck through the shoulder and fatally wounded. He died three hours later. Despite this end, Nelson was able to accomplish his mission and more. After five hours of fighting, not one British ship had struck her colours while seven French and twelve Spanish ships were in British possession. Unfortunately a subsequent encounter with a small Spanish force determined to bring back some of their ships as well as a severe storm off Cape Trafalgar cost the British several of her prizes. Only four were brought safely to Gibraltar and four others were brought to Plymouth.



More important than the issue of prizes, Nelson's legacy at Trafalgar was to establish British supremacy on the high seas for the rest of the nineteenth century. Trafalgar, wrote one historian, "was like the knock out blow at the end of a prize fight: one of the fighters had won all the previous rounds on points, and the other was worn out by trying to dodge the punches" (8).

San Domingo - February 5, 1806

After the defeat at Trafalgar, Napoleon turned to economic means to weaken his British rivals. Prior to his proclamation of the Continental System (November, 1806) which was an attempt to blockade Britain and close the continent to British trade, Napoleon instructed his fleet to disrupt British commercial activity on the high seas.

Towards the end of 1805, two French squadrons eluded the British blockade of French ports and set sail from Brest. Their task was to hinder the flow of British trade and commerce in the West Indies. One squadron under the command of Vice-Admiral Leissegues consisted of five ships-of-the-line, two frigates and a corvette. The other squadron under the command of Rear-Admiral Willaumez included six ships-of-the-line, two frigates and a corvette. When news of Leissegues' departure reached Vice-Admiral Sir John Duckworth who had been blockading Cadiz, Duckworth sailed his six ships-of-the-line to intercept the French. He caught up with Leissegues off the coast of Santa Domingo. In the battle which followed, all five ships in the French squadron were either captured or driven ashore. Losses were heavy on both sides, totalling some 1,500 fatalities. Although one ship was taken from Willaumez's squadron, his ships did not engage in the fighting and sailed back to France separately.



Despite his success, Duckworth was reprimanded for deserting his post and abandoning the blockade at Cadiz. According to the Admiralty, his actions, though laudable in intention, could have compromised British naval operations in the entire area.

Lissa - March 13, 1811

This action took place off the small island of Lissa, located in the Adriatic Sea, midway down the Dalmatian coast. There, the British, under Captain William Hoste, engaged a French fleet which was attempting to occupy Lissa in an effort to gain control of the northern Adriatic.

During March 1811, Captain William Hoste was using Lissa as a base and anchorage for his small British force of four frigates. Hoste had served many times with Nelson, first at the age of twelve at the outbreak of war with revolutionary France and later at Cape St. Vincent and the Battle of the Nile. While anchored at Lissa, Hoste spotted a contingent of ten French and Venetian ships (Venice had been under the control of France since 1797) moving toward the Island.

Under the command of Commodore Dubordieu, the objective of this combined Franco-Venetian force was to defeat Hoste and occupy Lissa, which was strategically important to the French. Apart from the fact that Lissa was located directly opposite Dubordieu's own base, control of the island would guarantee French control of the Northern Adriatic and the sea approaches to Venice.

At first light on March 13, 1811, Dubordieu's fleet was seen lying to off the Northern point of Lissa. In a tactic reminiscent of Nelson's strategy at Trafalgar, Dubordieu formed his ships into two divisions. But Hoste, having been an ardent pupil of Nelson's, knew how to counter the manoeuvre. The British formed a close line in order to eliminate any gaps through which the line could



be pierced. Hoste began firing at about nine o'clock in the morning. The French, with three ships in each division, tried to break through the British line in two places. Once again accurate firing as well as a compact line gave the British the advantage. In the two-hour melee that followed, four British frigates defeated six French frigates, captured two of them and drove Dubordieu's ship ashore, killing the French commander.

Lissa is remembered for several reasons. First, although Hoste's losses were high - 45 dead and 145 wounded - he successfully spoiled French ambitions regarding control of the Northern Adriatic. Secondly, it was won by the much smaller British force. And thirdly, Hoste's victory demonstrated that the famous "Nelson Touch" could be effectively countered by a compact, prepared line.



GAME MANUAL



INTRODUCTION TO MAN OF WAR

Climb aboard for the high seas battles of Man Of War. Combining turned based strategy with real-time action, Man Of War delivers the experience of naval warfare in the Age of Fighting Sail. Take command as the Admiral, and walk in the footsteps of the leaders of the past on board the deck of a mighty Ship-of-The-Line.

PLAYING THE GAME

Man Of War is comprised of two distinct sections, the turn based setup and plotting stage and the real-time action phase. In the setup and plotting stage, players can choose to play either a historical scenario or a customized scenario. From a map of the chosen battle, players survey the strength of their fleet, analyze the weakness of the enemy and contemplate strategy. During setup the appropriate pre-battle doctrine is set and first orders are issued through a flag system of command.



When the planning is complete, Man Of War's real-time action phase puts the player on the deck of the flagship in a first-person perspective. Players can move about freely to watch the outcome of their orders from any vantage point on the ship's deck. In a phase that lasts up to four minutes, players will experience the roar of the cannons, the impact of a broadside and a changing environment of 16 different weather conditions. When the four minute turn is complete, play will return to the plotting stage where damage and fleet movement is assessed and new orders are issued. When the final orders are given and the last cannon has fired, the Victory Summary will display the results of the battle and proclaim the victor.

INSTALLING THE GAME

You must install Man Of War to run the game.
You may install from Windows95, Windows 3.X, or DOS.
If you experience problems during installation, please refer to the Troubleshooting section of this manual. Additional information is included in the README.TXT file on the CD.

System Requirements

- 512KB conventional memory
- 8MB RAM (16MB for Win95)
- 16MB required for Multiplayer Mode
- 50MB free Hard Disk space
- VESA compliant Video card w/ 1MB Video RAM
- Pentium(tm) class processor
- Microsoft(tm) or 100% compatible mouse and driver
- SoundBlaster(tm) or 100% compatible Sound card

Note: Recommended 32MB RAM for optimal performance.



Windows95 Installation

To install the game in Win95, select RUN from the Start Menu on the Win95 Taskbar. Type X:\SETUP.EXE (where X is the drive letter for your CD-ROM drive).

Or

Click on the Setup icon on the Man Of War CD drive. Follow the on-screen instructions to install the game files to your hard drive.

Note: If you are having performance problems running Man Of War from directly within Windows 95, rebooting to a DOS session may alleviate these problems.

Windows 3.X Installation

To install the game from within Windows, select RUN from the File Menu in the Program Manager. Type X:\SETUP.EXE (where X is the drive letter for your CD-ROM drive).
Follow the on-screen instructions to install the game files to your hard drive.

Note: Although Man Of War may be installed and launched from Windows 3.X, it is recommended that you shut down windows and run the program directly from DOS. This will greatly improve the performance of Man Of War.

DOS Installation

To install the game, place the Man Of War CD in your CD-ROM drive. Make your CD-ROM drive the active drive. eg: type D: and press Enter (if D is your CD-ROM drive).
Type INSTALL and press Enter. Follow the on screen instructions to install the game files to your hard drive.
When the installation is complete, you will be returned to the DOS prompt.



Sound configuration

If you did not configure your sound card during the installation process you can do so now.

To configure your sound card, type SETSOUND.EXE and press Enter. Select your sound card from the list provided and follow the on screen instructions to set your sound configuration.

Copy protection

Man Of War has no copy protection **but**, the Man Of War CD must be in your CD-ROM drive to play the game.

STARTING THE GAME

Please ensure that the Man Of War CD is in your CD drive.

To start Man Of War in DOS, go to the directory where Man Of War is installed and type MOW.

To start the game in Windows, open the MOW folder on the drive where Man Of War is installed and click on the MOW icon.

The Man Of War CD must be in the CD drive for the game to run.

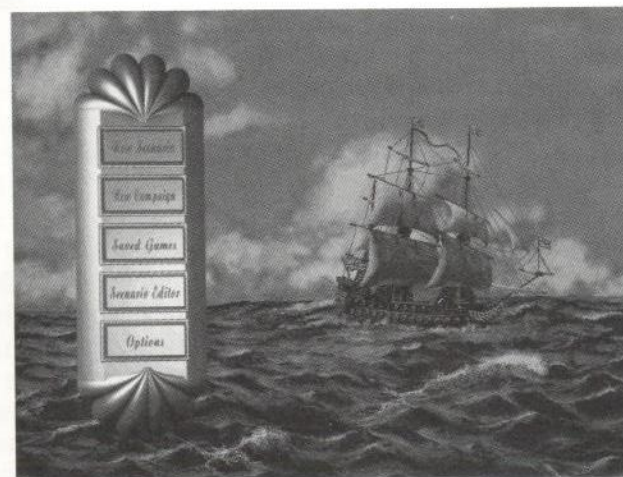
Win95 note: Man Of War must be run in Full Screen mode.

MENU HOT KEYS

Certain keys and key combinations perform specific functions regardless of where you may be in the Man of War interface. Alt-Q will always return you to the Main Menu, although caution should be exercised as you will not be prompted for confirmation. If you are already in the Main Menu Alt-Q will exit you out of Man of War. Hitting the 'X' key at any time will save a screen shot to your hard drive. These will be saved as PCX files named 'scshtxxx.pcx' where 'xxx' starts at 000 for the first screen shot, and increments



upwards with each one you take. Pressing the escape key will display the Options Pop-up, except in the 3D resolution screen where it will cause the current turn to be skipped. The 'R' key can be used to reset your display at any time in case the screen becomes garbled. This generally only happens if you are switching between applications under Windows 95 and it is recommended that you avoid doing so whenever possible as Windows may have problems properly restoring Man Of War.



MAIN MENU

From the main menu you can start a new scenario or campaign, play a network game or create your own with the Scenario Editor. Move the 'anchor' cursor over your choice and left-click to select.

The Main menu offers you the following choices:

New Scenario - Clicking here presents the New Scenario menu to start a new game.

ALAN & WAR

- New Campaign - Select this to start a new campaign.
Note: You may load a previously saved campaign game from within the Files menu accessed via the options pop-up.
- Multiplayer - This brings you to the Multiplayer menu to play a network, modem or serial game.
- Scenario Editor - This presents the Scenario Editor to create your own scenarios or edit old ones.
- Options - Displays the options menu.

OPTIONS MENU

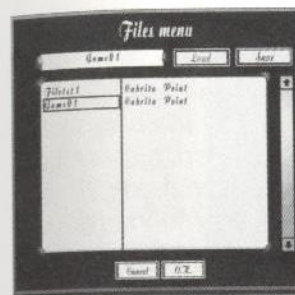


Selecting Options from the Main Menu or elsewhere in the menus displays the Options pop-up. Pressing ESC while in any menu screen will also activate the Options pop-up. The Options allow you to set the sound and music volume using the slide bars provided. Resolutions options, saved game files and game credits are also accessible here.

If the options pop-up is accessed from the Main Menu a *Quit Game* button will be present, if it is accessed from anywhere

else this button will allow you to quit to the Main Menu. Clicking the *Cancel* button will close the Options pop-up and cancel any modifications you may have made, while clicking the *OK* button will close the Options Menu and implement any changes.

ALAN & WAR



SAVING AND LOADING GAME FILES

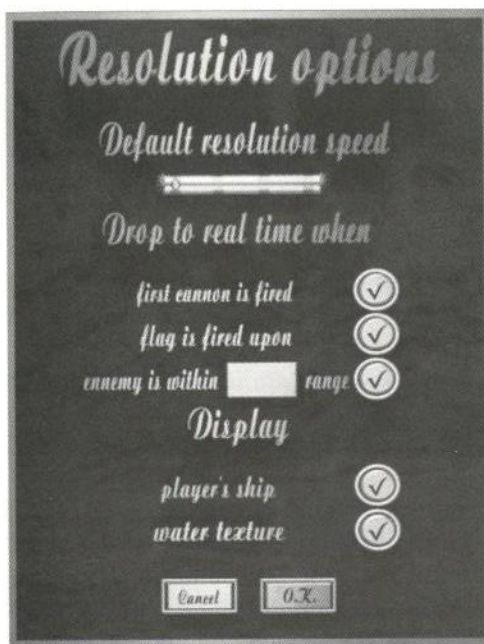
Clicking on the *Files* button in the OPTIONS pop-up brings you to the FILES Menu. The current game can be saved or previously saved games may be loaded. The saved game file names are listed in the left column while the corresponding description (campaign or sce-

nario) is listed in the right. To save the current game click in the File Name space and type in a name (eg: mygame1) and hit the ENTER key. (Note: File names have a maximum of 8 characters.) Then click on the *SAVE* button and the *OK* button to close the FILES Menu.

To load a game simply click on and highlight the desired game from the list. Click on the *LOAD* button and the *OK* button. You must have played and saved at least one game previously for it to appear on the list.

Clicking on the *CANCEL* button will cancel all actions and close the FILES Menu.

Man of War



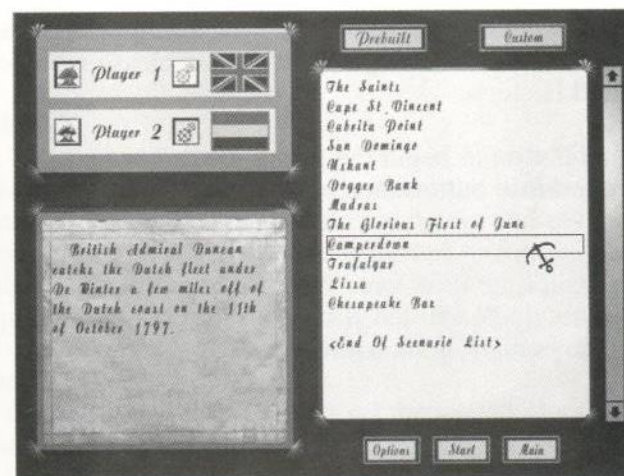
RESOLUTION OPTIONS

Selecting Resolution from the Options Menu brings you to the Resolution Menu. Here you set the default resolution speed and screen display options. Each turn in Man Of War represents four minutes of game time. The default resolution speed (x1) uses no time compression and thus the viewing of a game turn will take the full 4 minutes. This value can be adjusted to 2, 4, or 8 times allowing the 3D resolution to take 2 minutes, 1 minute, or 30 seconds, respectively. While in the 3D screen you can adjust the speed as you wish for that turn, however the speed will reset to the default on the following turn.

Options can also be set automatically to return the resolution speed to real time (x1) under certain conditions. The possible conditions you can set include drop to real time when; the first cannon is fired,

Man of War

your flagship is fired upon or the enemy is within the desired range. The range can be set to short, medium or long by clicking on and toggling through the choices. Click on the Check buttons to select or deselect an option. Check marks displayed in red indicate options that are currently active, those in black are currently inactive. If you have a slow computer or video card, you can turn off the display of water texture or even your own flagship. Note: Damage to your flagship will not be displayed if it is turned off. You must click on the OK button to accept and save any changes. Clicking CANCEL will disregard any changes and close the pop-up.



NEW SCENARIO

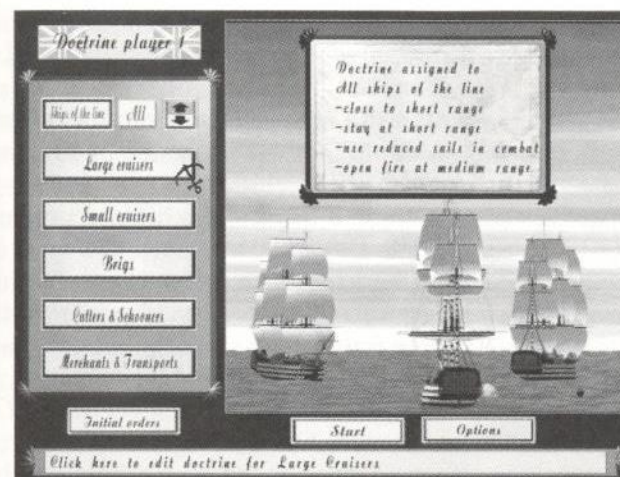
In this screen you can select from a list of historical battles or from your custom scenarios. A description of each scenario, as well as the countries involved, is shown as it is highlighted. Man of War can be played solo against the computer, against a human opponent



or computer versus computer. When you highlight or select a scenario, the flags of the participating nations will appear in the player selection plate in the upper left side of the screen. When a scenario is selected choose which country you will be by clicking the icon on the lefthand side of the corresponding player number. Both human players are represented by the Admiral icons on the left, the cog wheel icons to the right represent the computer opponent. To have the computer play against itself, select both computer icons. To quit computer versus computer mode press the ALT and Q keys simultaneously.

Select the *Prebuilt* button to display a list of historical scenarios. Clicking the *Custom* button displays the list of your custom made scenarios. You must use the Scenario Editor (see section entitled Scenario Editor) to create your own custom scenarios. Man Of War comes with 12 historically accurate scenarios already installed. For a detailed history of each battle please refer to the section entitled History.

Click the *Start* button to begin the highlighted scenario. Clicking on the *Main* button returns you to the Main Menu.



DOCTRINE

The Doctrine, or rules of engagement, are the orders given by the force commander (you) to the individual ship and division commanders prior to battle. They are expected to follow these orders, especially when they are out of contact with the Flagship. Each ship captain will attempt to comply, but ultimately during battle, certain situations may arise that force an individual captain's course of action.

Before the battle begins you must set the overall doctrines for your fleet. How close to engage the enemy, minimum and maximum fire ranges and use of combat sails are set here. Above the ships on the right side of the screen is the Doctrine Dialog Box.

Clicking on the left ship sets engagement distance (short, medium or long). Clicking on the right ship toggles the range to which the ship(s) will allow the enemy to close before attempting to distance themselves. The middle ship sets full or reduced sail while in combat. Clicking on the cannon ball sets firing ranges. These items may also be modified by clicking directly on their descriptions in the Doctrine Dialog Box.



Implementing the doctrine to use combat sails causes your ships to raise their lowest row of sails once they are within range of the enemy in order to bring them out of the line of fire. Much debate has revolved around whether the loss of maneuverability due to the decreased sail area was worth the lessened chance of sustaining damage to the sails in combat.

Different doctrines can be applied to all ships of a particular class or, in the case of Ships of The Line, by division. The type of ship you wish to apply the doctrine to may be selected by clicking on the appropriately labelled button on the left hand panel of the screen. A particular division may be selected by clicking on the arrow toggle to the right of the *Ships Of The Line* button.

Once you are satisfied with your Doctrine, click on *Initial Orders* to bring you to the Orders Screen. Once all initial orders are done, press the *Start* button. If you decide not to give orders for the first turn click on *Start* immediately after establishing your doctrine. Often times, it is useful to enter the orders screen before issuing Doctrine to your fleet as you will be able to make a more informed decision once you have viewed the initial battle situation.

THE MAP

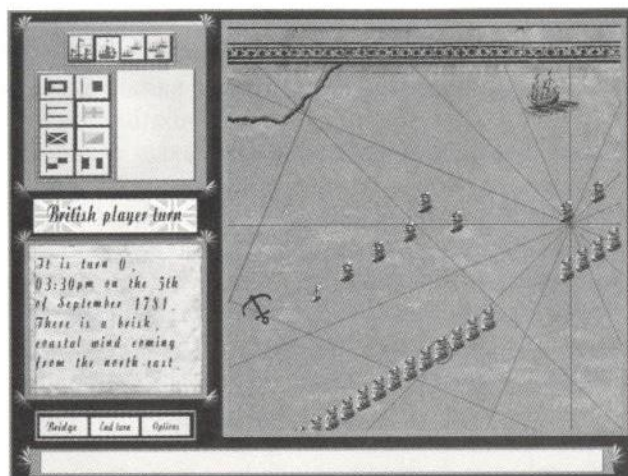
The area of battle and the Fleet formations for each conflict within Man of War are displayed on a map. This surface allows the player to survey the battle, assess his forces, those of his opponent and plot his subsequent strategy. The map itself represents an artist's depiction of the battle as seen from a birds eye view. It presents the relative location of the two fleets' ships as well as the position of any land masses or shoals. Certain edges of the map may be designated as exit edges for either side. In order to view which exit edges are available, please refer to the Notes pop-up. Exit edges provide an important strategic feature, especially if you wish to maneuver captured, or particularly damaged ships outside the area of battle. The advantages of this are two fold. First, ships that are exited immediately have their value added to your victory point total (see the description of the Victory Summary screen for a complete explanation of victory points). Secondly, by exiting damaged



ships you prevent the enemy from sinking or capturing them and thus deprive the other side the opportunity of gaining the victory points associated with these actions. By the same token, you should keep a cautious vigil on the enemy's exit edges to prevent the same tactics from being used against you.

Exit edges themselves not only represent areas open to navigation, but also areas where your ships may escape without fear of being captured. For example, if you are playing the British fleet which is engaged in a battle off the southern coast of an enemy nation, your ships will not be able to exit off the northern map edge as this would result in certain defeat. For this reason, ships are not permitted to exit off non-exit edges.

ALAN WAR

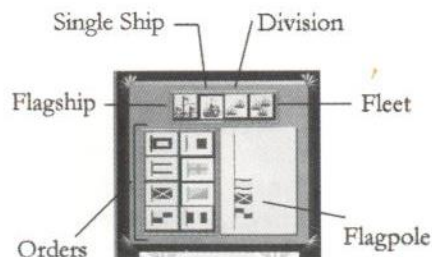


ORDERS

The left side of the Orders screen contains the various controls and orders you can give for your turn. The current player is also shown here. Move the cursor over a flag or button and a description of its function appears in the message bar at the bottom of the screen.

The message bar covers the bottom portion of the screen. The large window on the right side of the screen shows an overhead map of the battle area. Right-clicking the mouse on the map will zoom it in or out. Right-click on a ship and a status report for that ship

appears. Moving the cursor to the extremes of the screen will scroll the map in that direction. Orders can be given to a single vessel, a division or the fleet. The top 4 buttons represent these order modes. While in single ship mode select a ship by left-clicking on a ship on



ALAN WAR

the map. It will be highlighted with a red circle. In division mode all ships of an entire division are highlighted. Selecting fleet mode highlights all the ships in your fleet. Selecting the flagship button centers the map over the fleet flagship. Enemy ships are highlighted in black and cannot be given orders.

All orders are represented and given via a flag system. You may choose from 15 different orders. As each order is given it is 'run up the flag pole'. Any order can be highlighted with its description shown in the box below. Also the ship(s) associated with its order will be highlighted on the map. You may cancel an order by highlighting its flag on the pole and clicking on the Cancel button in the description box.

A maximum of 12 orders may be given per turn.

Below the description box are the Notes, End Turn and Options buttons.

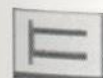
Once you have finished your orders, click on the End Turn button. On the first turn only you must return to the Doctrine screen to end your turn, in this case the End Turn button will be replaced by one labelled Doctrine.

The List of Orders



Go with Bearing/Hold Location

Left-click on this button to set direction by compass bearing. The selected ship will be highlighted with a red circle with an arrow that rotates as you move the mouse. The arrow indicates the bearing or compass direction. Once the arrow is pointing in the desired direction left-click again to set the bearing. Right-click on this button to order the selected ship(s) to remain at their current location.



Make more sail/Less sail

Left-click on this button to order selected ship(s) to increase their sails. This should increase their speed.



Right-click the button to order the selected ship(s) to use less sails and go slower.



Drop out of Division/Flee

Left-click: The highlighted ship(s) will become independent. The ship(s) will no longer be part of this division. If this order is issued to the fleet, all ships will become independent. Right-click: Orders the selected ship(s) to disengage and attempt to leave the battle via the most accessible exit edge.



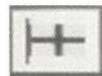
General Pursuit

Orders the fleet to pursue and engage the enemy at will.



Engage this ship/Follow this ship

Left-click: To order selected ship(s) to attack a desired enemy ship. A red line appears from your ship to the enemy ship you wish to engage. The red line will now connect the two ships. Right-click: To order the selected ship(s) to follow the course of a desired friendly ship. A red line appears from your ship to the mouse cursor. Move the cursor over the map and click on the friendly ship you wish to follow. The red line will now connect the two ships.



Engage closer/Engage from further

Left-click: Orders the selected ship(s) to engage the enemy at closer range. This modifies both the distance to which the ship(s) will close with the enemy and the distance to which the ship(s) will allow the enemy to close with them. Caution is advised when instructing ships to engage at a closer range as often times this will greatly increase the chances of being



involved in a boarding action.

Right-click: Orders the selected ship(s) to engage the enemy from a greater distance. This modifies the same parameters as above.



Follow me/Conform to the Flag

Left-click: Orders the selected ship(s) to sail towards and follow the flagship. Right-click: Orders selected ship(s) to regroup and sail along the same bearing as the flagship. If this order is issued to an individual ship within a division or a whole division, the ship(s) will conform to their division flagship. If this order is issued to an independent ship (one not assigned to a division) or to the entire fleet, then they will conform to the fleet flagship.

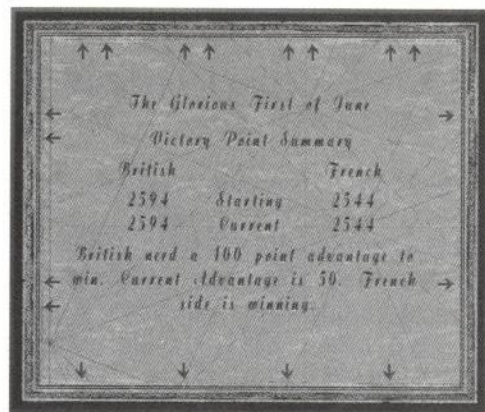


Rally/Surrender

Left-click: Orders the fleet to regroup around the flagship.

Right-click: Issuing this order causes all remaining ships within your fleet to surrender to the enemy. Note: Occasionally, it is still possible to win the overall battle after issuing this order. This generally occurs if you have already exited most of your fleet off the map, have already decimated the enemy fleet, or a combination of the two.

ALAN & WAR



THE NOTES

Clicking the *Notes* button brings up a status report of the current battle. This report lists the victory conditions and the side that is currently winning. When playing a campaign the victory conditions are represented by a descriptive text indicating what the player must accomplish in the current scenario in order to win. When playing a single scenario the victory conditions are represented by a summary of the victory point totals for both sides as well as the point advantage needed for the stronger fleet to win. It should be noted that if the stronger side does not attain this advantage, the weaker wins by default. For a more detailed description of how victory points work please refer to the section on the Victory Summary screen. Arrows along the edges of the report indicate possible exit edges along the map for each player. Red arrows are yours, the enemy's are in black.

Clicking again or pressing the ESC key closes the Notes pop-up.

ALAN & WAR

THE WIND

The wind strength and direction are represented on the map by these icons.

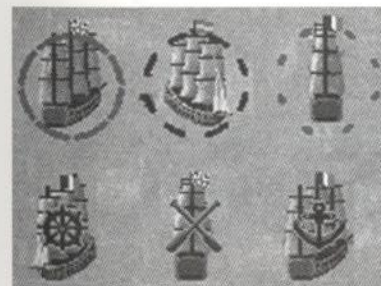
The three possible wind conditions are Light, Brisk and Strong.

The map edge that the wind icon is on and its orientation indicate the direction the wind is coming from. (For more on this subject consult the section Wind in the Scenario Editor section.)



A WORD ABOUT SAILING

Because the great ships of the past were powered by wind, sailing in straight lines or in a particular direction was sometimes impossible. Often getting from one point to another required more skill than just going head long in a straight line. Ships would often be required to take a zig-zag course, commonly referred to as 'tacking', when attempting to head through a wind.



SHIP DAMAGE AND OTHER MAP ICONS

Ship damage on the map is represented by the circle highlight. The more spaces in the circle, the more damaged the ship. By clicking on the *Fleet* button you can see at a glance which ships are damaged which ones are not. Clicking on the enemy fleet will show their degree of damage. To get a detailed

description of a particular ship's status you must right-click on that ship. Both hull and masts have three possible damage states, increasing in severity until the ship is demasted or awash. A demasted ship can no longer maneuver at will and will simply drift in the wind. An awash ship is taking on water and is in imminent danger of sinking.

Other icons superimposed on a ship indicate any possible movement problem it may be having. The wheel icon indicates



the ship has stalled, either it is facing directly into the wind or the wind is not reaching its sails. The crossed-oars icon means this ship is de-masted and cannot move. The anchor icon indicates the ship has run aground on a reef or shoals and cannot move. Once a ship is grounded it will tend to work itself free after awhile if left to its own devices. The amount of time this takes depends on the crew quality of the ship and its size.



3D RESOLUTION PHASE

Once you have clicked on End Turn in the Orders Screen, Man Of War places you on the deck of your Flagship to watch the outcome of the current turn. Using the directional arrow keys on your keyboard, you can tour the deck of your ship and view the battle.

Holding down the Alt key while going to the left or right causes you to sidestep in that direction instead of turning. Holding down the Shift key increases the rate at which you turn.

The strip on the bottom of the screen includes a timer clock, controls to increase or decrease the rate of time compression (see



the section on the Resolution Options Menu for a full explanation), a directional compass, a Pause button and a Skip turn button.

Moving the cursor off the bottom strip changes the cursor to a spy glass or telescope. Click on a ship to 'zoom-in' on that ship and see its status. Right-click to return to the normal view. The 3D phase normally lasts 4 minutes unless time compression is active. You can exit the resolution phase at any time by pressing the "ESC" key or clicking on the Skip button.

Time compression may also be selected through the '1', '2', '3', and '4' keys, and the Resolution may be paused by pressing the 'P' key. When the turn is finished you are returned to the orders screen. Note: On some monitors the night battles are too dark. A temporary Gamma fix is available. Press the '+' key to brighten the screen. To reset, press the '-' key.

Man of War

Victory summary

British needed 64 advantage to win. Actual advantage was -137.
Dutch won.

# ships	# guns
0	0
5	292
5	272
2	38
12	602

Remaining forces

Forces lost

Forces captured

Forces exited

Original forces

# ships	# guns
6	146
5	255
5	120
4	49
20	579

Starting victory points

Ending victory points

682

659

1057

1214

Continue

WINNING THE GAME

Victory Summary

The Victory summary is displayed at the end of every battle. It displays the statistics regarding the just completed scenario. The summary indicates who won and details of the forces of the two opponents. The number of ships and guns each side started and ended with is shown. Also, details of forces lost, captured and those that exited.

Which side has won the battle is determined by both sides' starting and ending "Victory Point" totals. The total for any given side is the sum of the point values of all its ships. The value of a ship is based on the number of guns it has modified by its crew quality. Modifiers range from an extra 20 guns of value for a ship with an excellent crew to a 20 gun decrease in value for a ship with a Green crew. For example, a hundred gun ship with an excellent crew has an actual value of 120 points. Victory points are gained during the battle by sinking or capturing enemy ships, by exiting your own ships or having ships left on the map at the end of the

Man of War

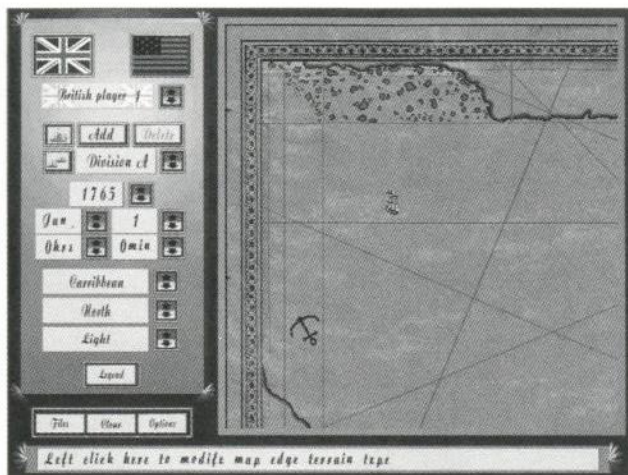
scenario. If one of the two sides begins the game with a victory point advantage, that side must end the game with an advantage equal to twice the starting point difference in order to be declared victorious. For example, if the British fleet starts with a fifty point advantage over the enemy, they must end the scenario with at least one hundred points more than the other side in order to win. Theoretically, this allows a disadvantaged force to win a scenario by exiting all of the fleet's ships before the engagement. However, in practice this is rarely possible as the slowest ships of one fleet can seldom outrun the fastest of the other.

The statistics for forces captured, lost, and those remaining on the left hand side of the screen detail what became of the first player's fleet. Thus, forces captured actually represent the number of ships from the original fleet that were captured by the enemy. Similarly, the statistics on the right hand side of the screen represent the same information for the second player.

Clicking on the *Continue* button returns you to the Main menu.

QUITTING THE GAME

Clicking on the *Options* button displays the Options pop-up. Selecting the *Quit to Main* button ends the scenario you are playing and returns you to the Main menu. From the Main menu select the *Quit Game* button (once again from the Options pop-up) to exit Man Of War.



SCENARIO EDITOR

The Scenario Editor allows you to customize your own scenarios, or design new ones based on historical battles or your own imagination. Clicking on the *Scenario Editor* button within the Main Menu brings you to this screen. In order to edit an already existing scenario, you must access the files menu, and load in the custom scenario you wish to modify.

The left side of the screen contains the majority of the editing controls while the right side of the screen displays a map of the battle you are working on. A message bar on the bottom of the screen shows descriptions of each control as your cursor passes over them. The flags at the top left side of the screen indicate which side's forces you are currently editing. Select Player one or Player two's forces by clicking on the left or right flag respectively. The arrow toggle beneath the flags cycles through the available nationalities for the selected side. Below the nationality toggle are two rows of controls that allow you to edit individual ships (the top row), or the divisions under which the ships are grouped (the second row). The buttons on the left of each row determine which editing mode you are currently in (either single ship, or division).



Moving around the Map

As in the Orders Menu, moving the cursor to the edge of the screen scrolls the map in that direction. To zoom in, right-click on any open spot on the map. To zoom back out, right-click again.

Adding a Ship

To add a ship, first verify that you are in the single ship editing mode, then click on the *Add* button. Your cursor will then change to a compass rose and you may then position the cursor on the map where you wish to add the new ship. Left-clicking will then place the ship and display the Ships editor pop-up in which you can set the individual attributes of the ship. Left-clicking on an already placed ship rotates it through all the possible facings it may have. Right-click on an already placed ship will also bring up the Ship Editor pop-up. Within the Ship Editor you may name your ship, choose its size, number of guns and its crew quality. Right-clicking again will close the pop-up.

To reposition a ship, left-click on the unit, then drag and drop it at the desired location.

Deleting a ship

Verifying first that you are in Single Ship editing mode, click on the *Delete* button. Move the cursor over the ship you wish to delete and left-click.

Assigning Divisions

Once you have assembled your fleet, you can assign your ships to separate divisions. Separating your fleet into smaller units facilitates ease of issuing orders, as opposed to commanding a large number of individual ships.

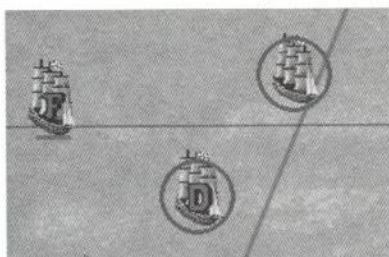


First select the division you wish to edit by clicking on the arrow toggle next to the display of the current division. Enter into Division Editing mode and left-click on the ships you wish to fall under the selected division. A red circle will highlight the selected ships. Using the Division switch, toggle to the next division and repeat the process. Continue in this fashion until all ships are assigned to their respective divisions.

To remove a ship from a division right-click on the ship or left-click on the ship until there is no longer a circle around it. Any ship not assigned to a division will be considered an independent vessel. Generally, ships that are part of the main fighting force (namely, Ships of The Line) are assigned to a division, while auxiliary vessels (such as Merchants and Transports) will remain independent.

Assigning the Flagship

You must select a ship to be your fleet Flagship. With the Division button highlighted, left-clicking on the desired ship will toggle through the possible choices:



The letter **F** indicates the Fleet Flagship.

A **D** within the circle indicates the Division Flagship.

A simple circle means this ship is assigned to the selected division.

Each player must have an assigned Fleet Flagship, as well as a Division Flagship for each division to which ships have been assigned. It should be noted that the fleet flagship is the one from which the player will view the battle in the 3D resolution phase. While it is possible to select any class of ship to be the fleet flag, it is generally recommended that the most robust ship of the fleet



be selected to provide the Admiral with increased chances of surviving the battle.

Map Edges

Map edges can be any of the following types: Water; Land; Shoals; Exit edge for Player 1; Exit edge for Player 2; or Exit edge for both Players. Left-clicking on the areas highlighted in red at the edges of the map will toggle through these choices. Land masses and shoals provide an added navigational hazard which can greatly influence the outcome of a battle. It is suggested that at least one exit edge be assigned for each player so that captured ships, or those that surrender have opportunity to leave the area of conflict.

Wind

The wind is very much a determining factor in battles involving sailing ships. Via this control you can set wind type, direction and strength. The wind types consist of Caribbean, Mediterranean, Oceanic and Coastal. The directions available are: North, Northeast, Southeast, South, Southwest and Northwest. The various wind strengths are: Calm, Light, Brisk and Strong. The wind types have an effect on the rate with which the wind conditions will vary in strength and direction during any given scenario. Wind strength and direction have a direct impact on the way sailing vessels maneuver, and the speeds which they can attain.

Date and Time

The Day, month, year and time of day (or night) for your battles are fully customizable. Clicking on the switches beside each of these items allows you to toggle through all the available choices. As the time of day advances so to does the natural progression of daylight states. The scenarios in Man Of War can be set through the years 1765 to 1815.



Legend

The *Legend* button brings up the Scenario Description dialog box. Here you provide a name and a description for your custom scenario. These will appear in the list of custom scenarios within the Scenario Selection screen. A running tally of the victory point totals for each side's forces is provided at the bottom of the dialog box. This total should be consulted from time to time while designing your scenario to ensure that a properly balanced battle is created. Click on *OK* to exit and retain the scenario description.

Once you have finished creating your custom scenario, click on the *Files* button to bring up the Files Menu. See Saving and Loading games for a description of the Files Menu. If the scenario has not been finished, you may still save it, however a warning will be displayed indicating any elements that you are missing (i.e. missing division or fleet flagships), and you will not be able to start a game involving this scenario until it is completed.

If at any point you wish to abandon the scenario you are currently editing and start afresh, you may click on the *Clear* button found at the bottom of the screen.

To exit the Scenario Editor click on the *Options* button to bring up the Options pop-up and click on *Quit to Main* button to return you to the Main Menu.



THE SHIPS

Man Of War contains all the ship types of this era. Everything from the small schooner up to the mighty ship-of-the-line. Each ship type has both strengths and weaknesses with some being better suited to specific tasks than others.

Sailing Class

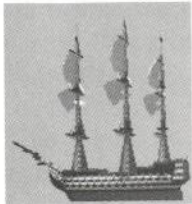
Sailing class represents the speed and maneuverability of a ship type. The factors include ship size and weight and number of guns. Smaller ships with fewer guns are faster and more nimble. Larger ships with more guns are slower and less maneuverable. Larger ships could sustain more damage than the smaller types. Whereas the sailing class of a vessel has a large degree of impact on the way it handles in combat, it is recommended that the player keep a constant watch on the damage that ships are sustaining. Damage in general, and mast damage in particular, can greatly decrease a ships maneuverability, and in many cases, may even prevent the ship from making any headway at all.

Crew Quality

Crew quality can greatly affect the outcome of a battle. Excellent crews have better control of their ship, reload their guns faster, repel boardings better and efficiently follow orders. Green crews are more likely to get stuck in the wind or flee and surrender in the heat of battle. Poor, Average, and Professional crews represent a combination of the above qualities in varying degrees. It should be noted that even the best of crews may not fully man two ships simultaneously, and thus whenever a ship is captured it is left with only a token, or Prize crew. This seriously hampers the operation of the ship and for this reason, ships that are captured (or surrendered) will not fire their guns for the remainder of the battle.

ALICE WAR

Ship Types



Ship-of-the-Line

At just over 200 feet long, with a crew of over 800, and up to 136 cannons on its three to four decks, the Ship-of-the-Line was the pride of the navy.



Large Cruiser

Almost as large as a Ship-of-the-Line, the Large Cruisers were less expensive to build and man. With up to 58 cannons it was a formidable ship to engage.



Small Cruiser

Mounting up to 28 cannons on its 150 feet, this ship was fast and still could melee with larger ships.



Brig

125 feet long, 10 cannons, and a crew of 200 made this ship the ideal choice for escort duty.



Cutter

Fast and nimble, cutters could sneak in under the cannons of much larger ships and still inflict some damage with its 6 guns.

ALICE WAR



Schooner

With only 2 guns, the schooner was used primarily as a courier ship.



Merchant/Transport

The whole reason for fighting ships was to protect the vast merchant and transport shipping lanes world-wide. These ships were usually fully loaded and slow moving. The 1-3 guns on board might scare off a pirate, but not any large fighting vessel. However, most ships would be ill advised to attempt to board a fully loaded troop transport.



MULTIPLAYER MODE

Man Of War allows you to play any pre-built or custom scenario against a human opponent. Both of you can play on the same computer, each taking turns (hotseat play), or you can play a Multiplayer game using two separate machines connected via IPX network, Modem or Serial/Null Modem connections. Hotseat games may be commenced in the normal manner via the Scenario selection screen, while this section pertains primarily to games involving two separate machines.

Starting a Multiplayer Game

Select *Multiplayer* from the Main Menu to go to the Multiplayer Setup screen to connect two computers together. While playing in Multiplayer mode you can pass messages back and forth to your opponent.

From the Multiplayer Setup screen you first enter your name (or



create an alias) in the Player Name slot.

The next step is to select the connection between the computers.

To exit the Multiplayer Setup click on the *Options* button and select *Quit to Main*.

Note: Both players must have a Man Of War CD in their respective CD-ROM drives to start and play a multiplayer game.

Network (IPX)

For Man Of War to be played over a local area network you must first ensure both computers are attached and "logged in" to an IPX network. One player must be the Host and the other selects Join a Game. Both players must then click on the *Connect* button. Once the connection is established you will see the Scenario Selection screen. The Host must now select either a prebuilt or custom scenario to play. See New Scenarios for a detailed description on the scenarios. You cannot play a campaign in Multiplayer mode.

Modem Play

Modem play requires each computer to have a modem and a phone line. It should be decided in advance who will be the Caller and who will Answer and which scenario is to be played. Each player must set the following as per their modem's specifications. (See your modem's instruction/installation manual for details).

Port: A typical configuration for the modem is COM2 (your mouse is usually on COM1). You may have to consult your hardware documentation to find the correct settings.

IRQ: Man Of War should auto-detect the correct IRQ setting for the selected COM Port. If there is a conflict, check your hardware documentation to find the correct settings.



Mode: Call for the Host to call the opponent or Answer for the opponent to auto answer the calling host.

Dial: Tone or Pulse depending on your phone line.

Baud Rate: This setting is dependant on the speed of your modem. If you have a 28.8 modem, set the baud rate at 38400.

Modem Initialization string, Modem Clear string and Modem Hang-up string can all be found in your modem's documentation.

Phone Number: Only the Caller fills in the number to dial.

Once all is set both players click on *Connect*. A Pop-up window displays the connection status. Clicking on *Cancel* will stop the connection.

When both systems are properly connected, the Scenario Selection screen will appear and the Host(Caller) must choose and start the scenario.

Serial (Null Modem)

Serial or null-modem play requires a direct serial cable connection between both machines and a null-modem adaptor. As with modem play, the COM port and IRQ must be set. One player must set the mode to Call and the other to Answer. Since there is no actual modems used, the Baud Rate must be at the same setting on each machine. Note that some serial ports on older machines cannot handle speeds over 9600 baud.



THE CAMPAIGN

Selecting *Campaign* from the Main Menu displays a list of the campaigns that you currently have installed. Man Of War comes with a single campaign that challenges you to rise through the ranks of the British Navy. Other campaigns will be made available as time goes by, so please refer to the Strategy First Web site for more information.

Starting a New Campaign

Select *New Campaign* from the Main Menu to bring you to the Campaign Selection screen. From here you select the campaign scenario you wish to play from the list. Click on *Start* to begin. If you wish to continue playing a campaign you have previously started see Continuing a Campaign below.



Saving a Campaign

To save your place in the campaign and continue at a later time, click on the *Options* button and select *Files*. The Files menu appears and you can type in the name in the File Name box (eg. MyCamp1). Click on the *Save* button and then on the *OK* button to return to the Options Menu. Clicking on the *Cancel* button will close the Files menu without saving.

Continuing a Campaign

To continue a campaign from where you last left off, select the *Options* button from any menu screen, then click on *Files*. From the Files menu highlight the file name of the campaign saved game you wish to continue and click on the *Load* button. Then click on *OK* to start your campaign. You must have previously played and saved a campaign scenario for it to appear on the list.



Designers Notes:

Whew! The end is finally in sight! With only a few days left before Man Of War ships, I have decided to take a few minutes and set pen to paper (or slightly numb fingers to keyboard) and write a few words to all you gamers out there who have been the light at the end of the long dark tunnel of development. Ultimately, it is for your enjoyment that people in the game industry put in the long hours.

As an avid gamer myself, both computer and tabletop, I set out to create something unique in Man of War. Something had been bothering me for awhile about the computer game industry. Whereas great leaps of technology were being displayed in other areas of computer gaming, wargaming has always seemed to me to be moving forward at a snails pace. Oddly enough, even though computer wargames appeared to consistently be a couple of years behind technologically speaking, very few complaints were ever heard. It was almost taken for granted that wargames would have poorer quality graphics, sound, and production values than those expected of games in other genres. Game companies would use the excuse that graphics were not necessary for the realism that "real" wargame aficionados crave. It was obvious (or so these companies would have us believe) that the most realistic depiction of a battle could be obtained through a computerized version of cardboard counters on a poorly rendered hex map that you could almost see the folds in.

Now, I don't know which wargamers these guys were talking to, but I can guarantee that the ones I know, who spend countless hours researching uniforms and battle standards, painting miniatures, and building scenery in exacting detail just for that added sense of "being there", were never consulted.

So that brings up the question of "why are we playing these games anyways?" Are we simply engaged in a strategic exercise? Then why are we satisfied with playing against an often poorly



designed AI instead of playing a good game of chess? Are we simply closet sadists looking for a socially acceptable form of release? Then why aren't we playing one of the multitude of 3D shooters out there? Or are we really trying to get a sense of what it must have been like to be in the shoes of a famous historical military leader, and answer the question "what could I have done differently"?

If you happen to share my own attitude towards this hobby, then you would probably choose the latter question to be the most appropriate. In that case, I can sum up my little sanctimonious speech with the question "did Nelson lose his arm due to a vicious paper cut from a hex map, or perhaps was it chopped off by a high velocity cardboard counter that ricocheted off a pair of six sided dice"?

So, many months, and caffeinated beverages later, we have Man of War, a product which I think is strikingly different from anything out there. It presents the age of fighting sail in the way that wargamers have always naturally envisioned it: in the first person perspective. No longer is looking out of one eye along the plane of your gaming table the closest you can get to a "command perspective", and no longer do you have to spray your opponents with spit-tle (or more importantly your carefully painted miniatures) as you attempt to recreate the sounds of battle. Of course, we'll have the odd grognard who will turn nose skyward and refer to it as "Doom with ships", but personally, I think we can stand with our feet firmly planted on the deck of the Victory and leave those nasty paper cuts to the "real" wargamers.

-Game On!

-Justin Przedwojewski
Project Leader, Man Of War
July 10th, 1997



CREDITS

Project Leader: Justin Przedwojewski

Executive Producer: Steve Wall

Producer: Dave Hill

Game Adaptation & Design: Justin Przedwojewski, Richard Therrien

Art Director: Richard Therrien

Artists: Nathalie Guimond, Randy Humphries, Michel Therrien, René Therrien, Richard Therrien

Lead Programmer: Justin Przedwojewski

Programmers: Yanick Blenkhorn, James Drysdale, Stéphan Giard

Music: Peter McLaughlin

Narration: Edward Wheeler

Texts: Susan Schachter, Dave Hill, Richard Therrien, Steve Wall

Campaign: Richard Therrien

Lead Tester: Stacey Martin

Playtesters: Susan Schachter, Stirling Westrup, Absolute Quality Inc.

Sound: Dave Hill

Documentation: Dave Hill, Susan Schachter

Box Art & Design: Nathalie Guimond, Randy Humphries, Steve Wall

Marketing: Steve Wall

Business Development: Don McFatrige

Simulations Canada Inc.

Original Design: S. M. Newberg, S. St. John

Original Programming: S. M. Newberg, S. St. John

Original Testing: The W.I.T. Group

Special Thanks: Dr. Bernard Coupal.

Box Cover Painting: "The Battle of Camperdown 11 October 1797" National Maritime Museum, London.



Footnotes

1. Rude, Revolutionary Europe, p.54
2. Dugan, The Great Mutiny, p.402
3. Pack, Sea Power in the Mediterranean, p.102
4. Cras, Twenty-Five Centuries of Sea Power, p.150
5. Cras, Twenty-Five Centuries of Sea Power, p.150-151
6. Cras, Twenty-Five Centuries of Sea Power, p.166
7. Preston, History of the Royal Navy, p.86
8. Howarth, Trafalgar, The Nelson Touch, p.19

Bibliography

- Biesty, Stephen. Cross-Sections Man-of-War
Dorling Kindersley, London: 1993.
- Calvert, Brigadier Michael. Dictionary of Naval Battles, 1715-1815
Mayflower Books, New York: 1979
- Cras, Herve. Twenty-five Centuries of Sea Warfare
Potter New York: 1965
- Dugan, James. The Great Mutiny
G.P. Putnam's Sons, New York: 1965
- Howarth, David. Sovereign of the Seas
Collins, London: 1974
- Howarth, David. Trafalgar, The Nelson Touch
Collins, London: 1969



- Keegan, John. The Price of Admiralty
Hutchinson, London: 1988
- King, Cecil. H.M.S. His Majesty's ships and their Forebears
The Studio Publications, London: 1940
- Pack, S.W.C. Sea Power in the Mediterranean
Arthur Baker Ltd., London: 1971
- Parkinson, C. Northcote. Britannia Rules
Weidenfeld and Nicolson, London: 1977
- Pratt, Fletcher. The Battles That Changed History
Hanover House, New York: 1956.
- Preston, Anthony. History of the Royal Navy
Greenwich House, New York: 1983
- Rude, George. Revolutionary Europe
Collins, London: 1964
- Stokesbury, James. Navy and Empire
William Morrow & Co. Inc., New York: 1983.
- Tute, Warren. The True Glory
MacDonald and Company, London: 1983
- Warner, Oliver. Great Sea Battles
Spring Books, London: 1970.
- Whipple, A.B. Fighting Sail
Time-Life Books Inc., Alexandria: 1978



TROUBLESHOOTING

Gamma correction: On some monitors the night battles may appear too dark. By pressing the + key you will be able to brighten the screen. Continue to press the + key to reach the desired screen brightness. To reset the screen brightness press the - key.

Garbled Sound and Music: On some machines the music and sound effects do not play correctly the first time playing Man Of War. Quitting the game and restarting corrects this problem.

Win95

If you are launching Man Of War from a "shortcut" please ensure to UNcheck the screen saver and check the always suspend background from the MISC tab in the properties.

The video displays garbage when toggling between windows: Returning to Man Of War from the Win95 desktop sometimes garbles the video display. Pressing the **R** key will reset the display to the proper video mode.



TECHNICAL SUPPORT

Should you experience a technical problem concerning the operation of this product, please contact our technical support staff. Before you call please read the README.TXT file on the Man Of War CD to see any last minute recommendations pertinent to your problem. Also, check out the Support page on our web site listed below. When you call please be at your computer and have the following information available:

Computer make and model
Windows version
Total system RAM
Total Hard Drive space
Video card make and model

Phone# (514) 846-3152 Mon-Fri. 10am-5pm EST

Fax# (514) 846-0593 Attn: Support

INTERNET E-mail: support@strategyfirst.com

WorldWideWeb: <http://www.strategyfirst.com/>



SFI Limited Warranty

Enclosed is a licence agreement between you, the end user, and Strategy First Inc. (SFI)

COPYRIGHT: The product and manual are copyrighted. All rights are reserved by SFI. You may not copy, in whole or in part, any of the written material accompanying the product. The product may be copied only as necessary for use of the product on the sole computer for which it was purchased.

LIMITED WARRANTY Strategy First Inc. warrants the product from manufacturing defects for a period of ninety (90) days from the date of purchase. Any implied warranties are limited to ninety (90) days .

