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BOOK ONE:

Getting Started

FIRST THINGS FIRST
The ReadMe File

The *Sid Meier's Pirates!*® CD-ROM game has a ReadMe file where you can view both the License Agreement and updated information about the game. We strongly encourage you to read this file in order to benefit from changes made after this manual went to print.

To view this file, double-click on it in the *Sid Meier's Pirates!* directory found on your hard drive (usually C:\Program Files\Firaxis Games\Sid Meier's Pirates!). You can also view the ReadMe file by first clicking on the Start button on your Windows® taskbar, then on Programs, then on Firaxis Games, then on Sid Meier's Pirates!, and then on the ReadMe file.

System Requirements

Operating System:	Windows® 2000/XP
Processor:	Pentium® III or AMD Athlon™ 1 GHz or higher
Memory:	256 MB RAM
Hard Disk Space:	1.4 GB free
CD-ROM Drive:	4X Speed or faster (8X recommended)
Video:	64 MB Windows® 2000/XP and Hardware T&L-compatible SVGA video card*
Sound:	Windows® 2000/XP-compatible sound card*
DirectX®:	DirectX® version 9.0c (included) or higher

Indicates device should be compatible with DirectX® version 9.0c or higher.

SETUP AND INSTALLATION

1. Start Windows® 2000/XP.

2. Insert the Disc 1 CD-ROM disc into your CD-ROM drive.

3. If AutoPlay is enabled, a title screen should appear. If AutoPlay is not enabled, or the installation does not start automatically, click on the Start button on your Windows® taskbar, then on Run. Type D:\Setup and click on OK. **Note:** If your CD-ROM drive is assigned to a letter other than D, substitute that letter.

4. Follow the remainder of the on-screen instructions to finish installing the *Sid Meier's Pirates!* CD-ROM game.

5. Once installation is complete, click on the Start button on the Windows® taskbar and choose Program Files/Firaxis Games/ Sid Meier's Pirates! to start the game.

Note: You must have the **Disc 2** CD-ROM disc in your CD-ROM drive to play.

Installation of DirectX®

The *Sid Meier's Pirates!* CD-ROM requires DirectX® 9.0c or higher in order to run. If you do not have DirectX® 9.0c or higher installed on your computer, click "Yes" to accept the DirectX® 9.0c License Agreement. This will then launch the DirectX® 9.0c Install.

SAVING AND
LOADING GAMES

Saving a Game

You can save a game while at sea or on land — but not while in town, during a conversation, or during a battle. Press (**shift-S**) to Quick save or hit (**Esc**) to open the Information Screens and then navigate to the Save/Load menu.

Auto-Save

Pirates! saves your game automatically each time you enter a town, get involved in a battle, or quit the game.

Loading a Game

You can load a game while at sea or on land. Press (**shift-L**) to load your last Quick Save or hit (**Esc**) to open the Information Screens and then navigate to the Save/Load menu.

Options Screen

Getting There

See the "Game Controls" section on pages 134-135 to learn how to get to the Options screen.

What it Contains

Master Volume: Move this slider to control the overall volume of the game.

Music Volume: Move this slider to control the volume of the music in the game.

Dance Music Volume: Move this slider to control the volume of music in the dancing sequences independent of the other music in the game.

Sound FX Volume: Move this slider to control the special effects volume in the game.

Choose 3D Sound Driver: Select a different audio driver (may affect performance).

Picture Gamma: Move this slider to adjust the game's brightness and contrast.

Water Detail: Move this slider to adjust the level of detail for the water including movement and reflections.

Object Detail: Move this slider to adjust the level of detail for 3D objects (mostly affects ship detail).

World Detail: Move this slider to adjust the level of detail for the world.

Change Video Resolution: You can choose the screen resolution in which you want to play *Pirates!*.

Enable Shadows: Defaults to ON. Turning shadows OFF may enhance performance on lower level computers.

Enable Advanced Lighting: Defaults to OFF. Certain higher-level video cards will be able to display advanced lighting effects and softer shadows, with a possible reduction in performance.

Enable Trilinear Filtering: Turning trilinear filtering OFF may enhance performance on lower level computers.

Disable Shaders: Turning pixel and vertex shaders OFF may enhance performance on lower level computers.

Modify your Ship's Sails and Flags: Displays a screen that allows you to choose your fleet's sail emblem and flag.

Abandon Game: Quits the current game and returns you to the Main Menu.

Quit Game: Click on this to exit the game.

Introduction

Welcome to Sid Meier's Pirates!

Welcome to the Caribbean, Captain! There's a whole new world here, a world full of adventure and ripe with plunder. Rich, treasure-laden ships carry South American silver and gold back to Spain, whilst French, Dutch and English vessels carry booty only slightly less valuable. The boisterous buccaneer towns teem with lusty pirates seeking a bold commander to lead them to wealth untold. Constantly at war with one another, the Great Powers are always in search of doughty privateers to take to the seas and do their fighting for them.

Yes, it's a world of high adventure, where brave and skilled men battle for treasure and glory. Those who succeed achieve great fame and personal wealth — and the bones of those who fail forever lay in Davy Jones' locker.

To New Players

Greetings to our new players! Prepare yourselves for an adventure worthy of the highest merit. Although *Pirates!* features a variety of rich and subtle gameplay, it is also surprisingly easy to learn. Once you check out the "Game Controls" section, you'll be well on your way to piratical greatness. **Note:** If you get into trouble during a game, you can always hit the Pause key (**shift-P**) to pause gameplay

and then return to the manual as necessary.

To Players of Earlier Versions of Pirates!

To fans of the original *Pirates!* and *Pirates!* Gold games — welcome back! We've made great efforts to update *Pirates!* for the 21st century, while keeping true to the gameplay and spirit of the original classic game. In this version, we've added a number of new elements and changed or removed others, but a veteran of any of the older versions of *Pirates!* will be able to jump right into a game.

Here's a quick summary of the major changes to the game:

What's Gone

Ship Versus Land Combat: Ship Versus Land Combat has been removed. Now, when you choose to attack a town your men are deployed ashore and you engage the enemy in Land Combat (see "Land Battles" on pages 56-61).

Sun Sighting: This feature has been removed.

What's Changed

Insufficient Crew: In the original version of *Pirates!*, you had to have eight crewmen to man any vessel, and four additional crewmen to man each cannon. If you did not have enough men to fire all of your cannon, the unmanned guns never fired. If you did not have eight men to sail a vessel, that vessel surrendered or had to be abandoned.

In the current game, each type of ship has its own "minimum effective crew" stat, which signifies the number of men you need to sail a vessel at full effectiveness (i.e., at full speed). You can sail a vessel with fewer than its minimum effective crew, but the ship is much slower and less maneuverable. The ship can fire all of its cannon in battle, but it takes far longer for the reduced crew to reload the guns after firing. **Note:** As a ship takes damage, its minimum crew requirement increases.

What's New

Multi-Ship Combat: Occasionally you'll encounter two ships sailing together in formation, typically a merchantman and an escorting war vessel. If you attack either of these vessels, your flagship has to fight both of them at the same time.

Sneaking In and Out of Cities: The original game's "die-roll" sneak has been replaced by an action sequence. If you attempt to sneak into an unfriendly city, the scene changes to display an overhead view of the city. You then have to guide your pirate through the streets, avoiding or knocking out the patrolling guards until you reach your destination.

Dancing: To impress a governor's daughter these days, a pirate must not only be wealthy and successful, but he must also be light on his feet. As you romance her, a governor's daughter might invite your pirate to a ball. You then have to move your pirate around the dance floor, matching your partner's movements in time with the music. **Note:** There are various "game items" available to assist those who are rhythmically challenged in this sequence. Speaking of which…

Game Items: During the game, your pirate may receive or purchase a number of special items that assist with certain tasks — e.g., jewelry helps the pirate win the heart of a beautiful maiden, a fine sword improves his dueling, and so forth. There are many such items available and you may collect them all.

Crew Specialists: You may encounter various "crew specialists" during play. These include cooks, gunners, sail-makers, and more. Each specialist assists you in important ways: the cook keeps your men happier during long journeys at sea; the sail-maker repairs sail damage after a battle; and so forth.

About this Manual

This manual is divided into five "books." You are presently reading *Book One: Getting Started*. *Book Two: The Basics*, tells you how to start a new game. The third book, *Book Three: The Rules*, describes in detail how to play the game. *Book Four: The Reference Pages* contains historical materials, ship descriptions, the index, and so forth. *Book Five: The Captain's Supplemental* contains the game credits, Atari web sites, technical support contacts and more.

BOOK TWO:

The Basics

Starting the Game

1. As described in Book One, install the *Sid Meier's Pirates!* game and DirectX® 9.0c (or higher).

2. Insert the Disc 1 CD-ROM disc into your CD-ROM drive.

3. If you have a *Sid Meier's Pirates!* icon on your Windows® desktop, double-click on it. If not, click on the Start button on the Windows® taskbar and then choose Program Files/Firaxis Games/Sid Meier's Pirates! to start the game.

4. When the introductory movie and title screens appear, watch them through or press any key (or click a mouse button) to skip ahead to the Main Menu.

A Word About Your Goals

Sid Meier's Pirates! is an open-ended game, which means you can pretty much do what you want. If you want to be a peaceful trader and not fight with anyone, you can do so. If you want to be a reckless pirate and take on everybody, you can do that too. Or you can be a romantic hero, seeking to sweep every governor's daughter off of her feet. You control your own destiny — do what you will with it.

Your pirate is not immortal, however. If he's been extremely successful, he earns himself a place in the Hall of Fame, and he may retire to become a governor himself. However, as he ages, some of his skills will begin to diminish. At some point he'll find it harder to recruit crewmen, who are interested in a young, healthy captain to lead them. Eventually you'll need to consider retiring this pirate and starting anew with another captain.

When your pirate retires, the game examines his piratical career, and, based upon what he has accomplished, assigns him a final ranking. If he's been extremely successful, he earns himself a place in the Hall of Fame, and he may retire to become a governor himself. If he's less successful, he may end his days as a lowly barkeep or street-cleaner.

The Main Menu

The Main Menu contains the following entries. You can select an entry by using your mouse or keyboard.

Play Sid Meier's Pirates!

Choose this to begin a new game of *Pirates!* from scratch.

Load a Game

Choose this to resume a game that you began earlier. You can access games that you saved manually as well as auto-saved games.

Change Your Game Options

Choose this to change the game's default audio and video settings, and game controls. See "Options Screen" on page 5 for details.

Visit the Pirates! Web Site

Choose this to visit Atari's *Pirates!* web site, where you can register your copy of the game. You will also find an exciting community of fellow pirates as well as player-generated content, game hints and tips, and other cool *Pirates!* stuff.

Visit the Hall of Champions

Choose this to view the *Pirates!* Hall of Fame, where your top game scores are recorded.

View Credits

Choose this to view credits for *Sid Meier's Pirates!*

Quit

Choose this to exit *Pirates!* and return to your Windows® desktop.

Useful Game Information

Pausing the Game

You can press (**shift-P**) or (number pad **7**) when in sea or land navigation to pause the game. Time is already frozen while you're on an information screen, at a menu, or in a conversation, so you don't need to pause at those times.

The Reference Pages

Book Four contains the following reference sections:

Game Eras
Descriptions of the time periods in which you can set your game.

Gazetteer of Sailing Vessels
Descriptions and statistics for the ships in the game.

Ship Upgrades
Descriptions of the vessel upgrades that you can purchase.

Roster of Crew Specialists
A listing of the ship specialists.

Special Items
A listing of the special items.

Ports of Call
Details on each of the major cities in the game.

Catalogue of Commodities
A listing of the trade goods.

Top Ten Pirates
A listing of the top ten pirates in the Caribbean.

Game Controls
Keyboard and mouse controls.

Game Index
Where to find specific instructions in this manual.

BOOK THREE:

The Rules

The Memoirs of Captain Sydney

There be only three rules that ye must follow if ye wants to be a pirate.

First, always keep your crew happy. A happy crew will take on the world, if ye ask 'em, while an unhappy crew will fall apart fightin' a Dutch herring boat.

Second, always hit 'em from windward. If ye got the weather gauge ye can beat almost anyone — and if ye be losin' ye can run away a lot easier.

Third, never trust a man named "Raymondo." He'll kidnap yer family as soon as look at ye!

Creating Your Pirate

Game Era

You can choose from several historical game-eras. For your first few games we suggest that you choose the default era, "The Buccaneer Heroes — 1660." **Note:** 1660 is the only era available on Apprentice difficulty.

Your Name

Enter your pirate's name in the space indicated.

Difficulty

Choose one of five difficulty levels:

Apprentice (the easiest level)
Journeyman
Adventurer
Rogue
Swashbuckler

The difficulty level affects a number of aspects of the game. The higher the difficulty level, the tougher your opponents in action sequences — ship battles, dueling, and so forth. In addition, it is harder to recruit crewmen and keep them happy at the higher levels. On the other hand, as the difficulty level rises you get to keep a larger portion of the booty when you divide the plunder. **Note:** Your first game after a new install of the game will default to Apprentice difficulty, 1660, and skill at fencing. Once you have a save game, any new games started will allow the full range of choices. **Also Note:** During a game you can raise or lower the difficulty level only when you divide the plunder.

Skill

The following skills are available to you:

Fencing
This helps your pirate in one-on-one duels against enemy swordsmen.

Gunnery
This helps your pirate defeat enemy ships in sea combat.

Navigation
This helps you get better speed at all points of sailing.

Wit and Charm
This helps you impress your partner on the dance floor.

Medicine
This skill delays the effects of aging on your pirate.

Nationality

There are four nationalities to choose from. You begin with a "Letter of Marque" from your chosen nation, making you a legitimate privateer in its interest. This is important in the early portion of the game, as all of your nation's cities are open and friendly to you. As the game progresses, you can purchase or receive Letters of Marque from other nations — it is not unknown for a pirate to turn on his own nation if he gets a better offer from somebody else!

The strengths and weaknesses of the nationalities are discussed in Book Four, but here's a quick overview.

English

English is one of the easiest nationalities to play in the default era ("The Buccaneer Heroes — 1660"). You start the game with friendly ports in highly useful locations, and since England is almost always at war with Spain, you can usually gain quick English promotions by attacking Spanish vessels and cities.

French

France too has a number of strategic ports — Tortuga is a great place from which to harass southern Cuba — and she's often at war with Spain.

Dutch

This is not the easiest nation to play. The Dutch have far fewer ports than the other nations (though Curacao makes a fine base for trading with or attacking Spanish cities on the Spanish Main). Furthermore, the Dutch are not quite as often at war with their neighbors, so Dutch promotions can be hard to come by.

Spanish

This may be the toughest nationality to start with. Spain has by far the most ports on the game, which leaves you fewer targets to attack (a problem only if you wish to remain loyal to Holy Spain). Likewise, the best target vessels in the Caribbean are often Spanish: if you want to remain loyal, you'll have to make your fortune attacking the less wealthy English, French, and Dutch ships. On the other hand, Spain is nearly always at war with somebody and privateering can be extremely profitable.

The Memoirs of Captain Sydney

The Caribbean is like one of them highborn Spanish ladies: ye can love her, but ye can't trust her. One minute she's as placid as a sea-cow and yer sailin' along as easy as kiss-my-hand, everybody leanin' on the rail and spittin' to leeward; the next she throws a hurricane at ye, and yer runnin' as if all the hounds of hell was on your trail, swearin' that if ye gets out of this alive ye'll never set foot on a boat again.

But ye always do go back to her, see? Because, despite her bein' an untrustworthy, ungrateful, murderous wench and all, ye bloody well do love her, more than ye love life itself.

Argh. And that's all the bloody poetry ye'll be gettin' out of me today, cully.

At Sea

The Navigation Screen

This screen displays a portion of the Caribbean. The view remains centered on your ship at all times.
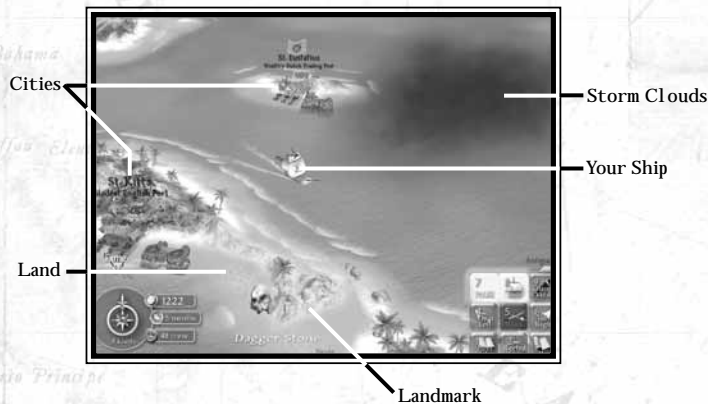
What's on the Navigation Screen

Your Ship: Your ship appears in the center of the map. If you have more than one ship, your "flagship" is in the lead and the other vessels are following her.

Other Ships: Other ships appear on the map when they get within sight of your vessel. Each ship has a colored stripe, sail emblem, and flag denoting it's nationality: black for Pirates, yellow for Spain, green for Dutch, red for England, blue for France. If unsure, you can determine a ship's nationality and type by approaching the other vessel or by moving your cursor over it.

Land: The islands and continents in the Caribbean.

Cities: The navigation screen displays the cities currently in sight. The name and nationality appear above the city, and you can get an idea of the city's military strength by the size of the fortifications guarding it.

Clouds: These indicate heavy winds. You can use them to speed your journey.

Storm Clouds: These dangerous storms frequently appear in the Caribbean, particularly during hurricane season. A clever sailor can use their heavier winds to speed his journey; however, if you get too close, you risk serious sail damage to your vessel.
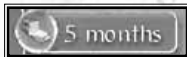
Landmark: Pirates often refer to landmarks when drawing treasure maps. Certain landmarks are visible only by land parties on shore.
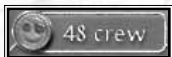
Fame Counter: This displays your pirate's current Fame score. The higher the Fame score, the more successful the pirate.

Gold Indicator: This displays your current gold amount.

Food Indicator: This displays how much food your crew has remaining.

Crew Size Indicator: This tells you how many men you have in your crew.

Morale Indicator: This displays your crew's current morale:

Very Happy   Happy   Content

Unhappy   Mutinous

Wind Speed Indicator: This indicates how fast the wind is blowing.

Wind Direction: This shows you the wind's current direction.

Quest Icons: These provide links to any current quests, missions, and treasure maps you have.

How to Sail

Steering Your Ship

The ship's helmsman steers the vessel by turning the ship's wheel, which is attached to the ship's rudder by a series of rope pulleys (some smaller ships are steered by wooden tillers). Use the Helm Control keys (number pad **4** and **6**) to steer your vessel.

Port and Starboard

As every pirate knows, port is to your left when you are standing on a vessel facing forward. Starboard is to your right. (An easy way to remember this is that the words "left" and "port" both have four letters in them.)

Change Sail

You can sail with your canvas in one of two configurations: full sails or reefed sails. A ship with full sails has spread as much canvas as possible to move as quickly as possible; reefed sails slow the ship down but improve her handling in tight waters.

Press the Full Sail (number pad **8**) and Reefed Sail (number pad **2**) keys to switch between the two configurations.

Manning Your Ship

You need a certain minimum number of sailors to man your ship at peak effectiveness. If you have fewer than that number of crew, your ship is slower and your crew takes longer to reload cannon during combat.

If you have multiple ships in your fleet, you need enough crew to meet the crew requirements for all ships. If you don't have enough, your fleet sails slower and your flagship is less effective in combat. See Book Four for a list of ships and their minimum crew requirements. **Note:** You usually begin a game of *Pirates!* aboard a sloop. You need eight crewmen to sail and fight with this ship effectively.

Best Point of Sailing
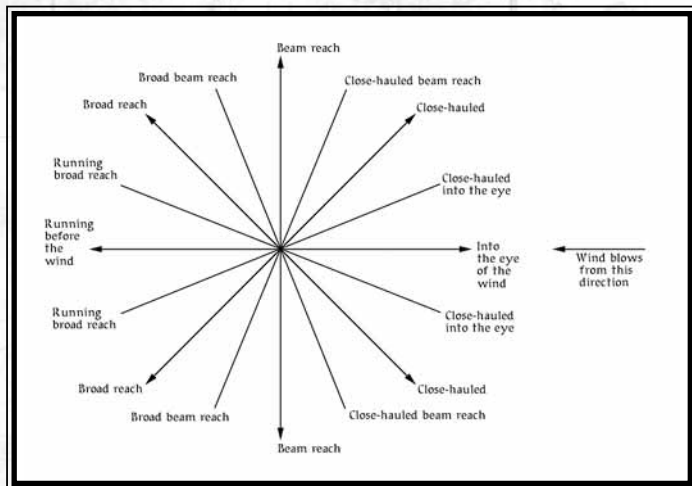
Using the Wind

A vessel's hull design and sail configuration determines its sailing characteristics. In general, ships with square sails such as the frigate or merchantman tend to perform best when sailing "large" — that is, running before the wind (for instance, in a running broad reach). Ships with triangular sails such as the pinnace or barque tend to perform best when sailing "by the wind" — that is, running roughly perpendicular to the wind (say, in a broad beam reach).

The "Ship Statistics" table on page 106 lists each vessel's best points of sailing and additional details.

Enter City

To enter a port city just steer your ship into the city. Depending upon conditions you might sail right in and anchor peacefully at harbor, or if the town is hostile, the city's forts may open fire on you. You then have the option to sail away, attack the town, or sneak in. **Note:** Press the **Spacebar**, when moving past hostile ports, to fire on them. They will become increasingly hostile toward you the more you fire.

Disembark onto Land

Steer your ship into a point on the shoreline where you want to disembark. The game prompts you to confirm that you want to go ashore, and your crew then form a landing party. See "On Land" on pages 53-55 for details).

Attack Ship

This is what being a pirate is all about! Over the course of the game you'll often find yourself wanting to launch an attack against some other ship you encounter at sea (see "Sea Battles on pages 32-39 for details).

Press the Attack key (number pad **5**) or run into a ship to initiate an attack against a nearby vessel.

Pause

Press the Pause key (**shift-P**) to pause the game. Note that no time passes when a menu is on-screen, when you're in a city, and when you're viewing an information screen. You only need to pause the game when you're at sea, on land, or engaged in an action sequence (ship battle, dueling, dancing, or in a land battle).

Zoom

You can zoom in to get a closer view of your ship, or zoom out to see a larger expanse of the Caribbean.

Use the mouse wheel to zoom in and out, or hit (+) to zoom in and (-) to zoom out.

Chase View

In "chase" view, the camera changes from the standard overhead view to a position behind and just slightly above your ship.

Press the Change View key (number pad **9**) to toggle between chase and regular views.

Change Your Flagship

When you begin a game of *Pirates!*, you have just one ship. Once you capture another vessel, you can choose to add it to your fleet. Your original vessel is designated your "flagship" and all other vessels trail behind her. You can change flagship by pressing the Change Flagship key (**Tab**) or by going to the Fleet Status screen (see next page).

Maximum Fleet Size

You can have up to eight ships in your fleet, including your flagship. If you defeat an additional ship, you will not have the option to keep the new ship.

Crew Requirements

Each vessel in your fleet requires a minimum number of crewmen to sail at peak performance. If you have fewer than that number, your sailing speed and combat performance suffer. If you have more than the minimum number of crewmen, the additional sailors take part in sea battles.

Fleet Speed

In general, your fleet sails approximately as fast as your flagship in the present wind conditions. However, undermanned vessels reduce your fleet's overall speed.

Abandoning Ships

The best way to get rid of a ship is sail into port and sell it to a shipwright. However, you may sometimes find it necessary to abandon a ship while at sea — because you have insufficient crew or because you're being chased by a faster and stronger opponent, for example. You can abandon ships only from the Fleet Status screen.

Information Screens

There are a variety of information screens available to you while at sea. See the "Game Controls" section to learn how to access them.

Fleet Status Screen

On this screen you can view all of the ships in your fleet as well as their upgrades, crew size, and damage status. You can also change flagships, rename your ships, and abandon unwanted vessels.

Captain's Log

This screen stores a running list of your actions and accomplishments as well as other events happening in the world, including which nations are currently at war.

Status Screen

This screen displays your accomplishments, including how many promotions you've received, how many Top Ten Pirates you've defeated, how many buried treasures you've discovered, your personal wealth, and more.

World Maps

This map displays your fleet's current location in the Caribbean. You can zoom the map with the mouse wheel and scroll by moving the mouse to the edge of the screen. You can click on city names to find out what you know about the cities. (You can sometimes purchase information about cities from mysterious travelers in taverns, or you can always visit them yourself.)

Quest Log

The Quest Log shows the name of any villain you might be pursuing, what he did to you (e.g., kidnapped your sister), plus any other information you might have on him.

Treasure Maps
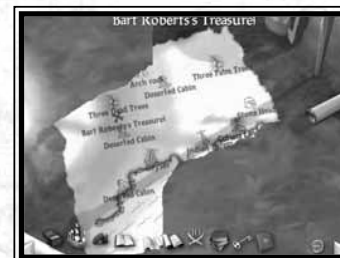
You may acquire one or more treasure maps during the game. You can view them on this screen. See "Treasure Maps" on pages 51-52 for details.

Top Ten Pirates List

This displays the ranking of the ten most dangerous pirates in the Caribbean.

Perils of the Sea

The Memoirs of Captain Sydney

I remember once we was fightin' this French frigate — heh, running for our lives from this French frigate is more like the truth. We was in my brig, Happy Reaper, and the winds was light and steady from the southeast. I had just bought me a set of those new cotton sails and we was doin' fine — stayin' ahead and maybe even gainin' a few yards on her, when my lubber of a helmsman Blind Johnson ran us right into the nastiest storm I've ever seen. We lost over half our sails, and now the big Frenchman was gainin' on us.

Fortunately, we was able to keep ahead of her for another hour, just long enough for the sun to set. By the Grace of Providence we lost her in the darkness.

What did we do then? Well, first thing I did was to change course and head for Nevis, where we could get our sails repaired right and proper. And then I had me kind of a private discussion with Blind Johnson.

But that's another story.

Crew Unrest

Pirates are a fickle lot. In the beginning of a voyage they're fairly easy to please as long as you keep them fed and keep bringing in the treasure. Sooner or later, depending upon your success and the difficulty level of the game, they'll become restless. They'll start thinking that it is time for you to go to a city and divide the plunder (see "Dividing the Plunder" on pages 79-81), so that they can squander all of their loot in the nearest tavern.

You can prolong a voyage for quite a long time by keeping the booty flowing in fast and furious, but no matter how successful you are, the crew will eventually want to go home. Your first mate takes you aside and tells you that it might be time to divide the plunder.

If you ignore this advice and continue the voyage, your crew's morale begins to fall. (The Morale Indicator on the Navigation screen displays the crew's current morale.) Eventually they'll begin to

desert. If you are at sea and have multiple ships in your fleet, they may steal one of the extra ships. Or they might run off the next time you go to port.

Morale Boosters

Some ship's officers and special items help you keep your crew's morale high and allow you to lengthen your voyage. See Book Four for details.

Hunger

Your crew needs to eat. Food is readily available for purchase at a merchant's warehouse, or you can take it from a captured vessel. The Food Indicator on the Navigation screen shows how many months of food you carry, and you can look at the cargo section of the Fleet Status screen to see your exact food tonnage.

When you run out of food, your crew begins to starve. They'll put up with this for a short while, but soon their morale starts to plummet. If left unchecked, they will begin to desert your command.

Once you acquire more food your crew's morale stops its decline. Their morale may rise once the treasure begins flowing in again.

Ship's Cook: A ship's cook can stretch the crew's rations, keeping them fed on a smaller portion of your food cargo. You can sometimes capture cooks from defeated ships.

Storms at Sea

The Caribbean is an unpredictable sea. The sky may be clear and the winds moderate at one moment, while in the next a sudden tropical storm might appear, ripping your sails apart. This is especially true during hurricane season, which runs from around June to November.

White Clouds: White clouds represent small squalls or storms that are not especially perilous and that are accompanied by strong gusts of wind. Good sailors can "ride" these clouds to gain a temporary increase in speed at little risk.

Black Clouds: These represent full-blown tempests. Any ship caught within a black cloud risks serious damage to both her sails and hull. These major storms are accompanied by heavy winds. A careful captain can gain a temporary increase in speed by moving alongside the clouds and being careful not to blunder inside.

Weather Glass and Barometer

These special items can help you avoid storm damage while sailing near or through storms. From time to time, you might be able to purchase one of these from a mysterious traveler.

Ship Encounters

There are many ships sailing on the Caribbean — merchantmen bringing goods to wealthy cities, treasure ships carrying wealth untold back to Europe, fishing vessels loaded with cargo, mighty warships looking for the enemy, and of course pirates and privateers. As you travel about, you will inevitably encounter other vessels; how you interact with them in large part determines your ultimate success or failure.

Seeing Other Vessels

A lookout atop a ship's mast can see a surprising distance — sometimes for miles, depending upon time of day and weather conditions. Whenever a vessel comes within your lookout's sight range it appears on the map. You can tell quite a lot about a ship by its appearance.

Each ship displays a colored stripe and flag showing its nationality:

Dutch

English

French

Indian

Missionary

Spanish

In addition, a vessel's hull-type tells you something of its purpose. The dark hulled vessels are warships, while lighter-hulled vessels are merchants. Each vessel-type has its own unique model (see "Gazetteer of Sailing Vessels" on pages 97-107). Note that the ship's nationality and type are also displayed when you roll your cursor over the vessel.

Communicating with Other Vessels

Some vessels may have messages for you as you approach. Enemy vessels might order you to stand clear, or they might demand that you stand and fight. Neutral or friendly vessels might pass along the latest news or gossip.

If a ship has anything to say, the message appears once the vessel has gotten fairly close to your fleet. The message is also displayed when you roll your cursor over the other ship.

Attacking Other Vessels

Once you are close enough to initiate an attack against another ship, you can press the Attack key (number pad **5**) or run into ship to begin the battle.

Attack Confirmation Pop-up

The Attack Confirmation pop-up allows you to specify which ship you are attacking, if multiple targets are within attack range. It also allows you to change your flagship (if you are sailing with two or more vessels). Additionally, the Attack Confirmation pop-up allows you to cancel the attack if you've thought better of things.

Being Attacked by Other Vessels

It is quite likely that you will make more than a few enemies during your career. If you attack a nation's shipping, that nation may send out a warship to put an end to your depredations. If you're carrying enough loot, any pirate passing by might decide that you're a prime target. And if you steal a pirate's buried treasure, he'll attack you on general principles.

The Memoirs of Captain Sydney

It must have been in '65, or maybe '66, me 'n' crusty old Cap'n Briggs were jawin' about which ship was best for piratin' in.

"A royal sloop," sez I. "The bugger's fast in light airs, can turn on a farthing, and carries enough guns to put the fear o' heaven in them fat trade galleons the Dons carry their gold in."

"Sydney," sez he, "you're mad. A brig o' war is more like it. Maybe it isn't as fast as your sloop, but it carries near' twice as many men and cannon. And cargo too," he added. "What's the point o' gettin' plunder if you can't carry it back home with you?"

"It's ye who are pig-bitin' mad," sez I. "The brig's a good ship, I'll warrant, but what in blazes do you want all them guns fer? The whole purpose o' piratin' is to run yer ship alongside the enemy and capture her with as little fuss as possible. Oh ye may need to put a couple o' balls in her to make her come to her senses, I warrant, but a great 16-gun broadside from yer precious brig is as like to sink her as it is to make her surrender. Where's yer profit then, ye daft fool?"

Well, then he called me a senile old son of a farmer and I called him a poxy, grass-eatin' butterball, and the discussion became sort o' animated. We didn't solve the question then, and we ain't since, neither.

In the end, I guess a good pirate picks a ship what matches his strengths: if ye be a good sailor, pick a ship that's fast and nimble; and if ye be a strong gunner, pick a ship that carries enough guns to make 'em count.

Warning Notice

As a ship seeking to fight you approaches, it sometimes announces its intentions. This gives you the opportunity to try to gain an advantageous position for the upcoming combat, or to turn around and run to safety.

The warning notice appears once the ship is close enough or when you roll your mouse cursor over the enemy.

Cannon-Fire

When an enemy ship gets within range, it may begin firing its cannon at you. This cannon-fire can damage your flagship and the other ships in your fleet. The pursuer then continues to fire at you until you sail out of range or into a harbor — or until you choose to fight back.

Fighting Back

If you wish to fight your pursuer, press the Attack key (number pad **5**) or run into the ship. See the "Attacking Other Vessels" section on page 29 for details.

Fight or Flight

There is no law that says that you have to fight anybody who wants to take you on: If your ship is damaged or you're badly outmanned or outgunned or you're carrying a treasure that you don't want to risk losing, by all means run away!

If you can find a "point of sailing" (see "Best Point of Sailing" diagram on page 20) in which you're faster than your opponent, you can simply outdistance him. Once you are well far away he may lose your trail or simply give up the chase.

Alternatively, you can duck into a city: chances are that he'll be gone when you next leave port. But then again, he may not be. So it might be a good idea to repair your ship and recruit extra crew before you leave.

S e a   B a t t l e s
Overview

The game mechanics of ship battles are quite simple: you steer your ship, you raise or lower your sails, and you fire off broadsides. The challenge lies in learning how to use these simple tools to their best advantage in the ever-changing sea.

Your Ship's Statistics

Enemy Vessel

Enemy Vessel's Statistics

Your Ship

Cannon Status Indicator

Controlling Your Ship

See the "Game Controls" section for a complete list of keys and mouse commands used to control your ship in battle.

Steering Your Ship

You steer your vessel with the Helm Control keys (number pad **4** and **6**) the same as you do when you are at sea.

Change Sails

Your sails can be in one of two configurations: full sails or reefed sails.

Press the Full Sails key (number pad **8**) or the Reefed Sails key (number pad **2**) to switch between those sail configurations.

Full Sails: A ship with full sails has spread as much canvas as possible to move as quickly as possible. Ships with full sails tend to suffer more sail damage during combat, particularly when the opponent is using chain shot (see page 34).

Reefed Sails: A ship with reefed sails has lowered some of her sails to protect them from enemy cannon-fire, particularly from broadsides of chain shot. In addition, ships with reefed sails have a tighter turning radius than ships with full sails. However, ships carrying reefed sails move significantly slower than do ships under full sails.

Fire a Broadside

Ships of this era are armed with rows of cannon along either side of the hull. The placement of the cannon means that ships cannot fire at targets directly forward or aft, but only at targets to either side. When you order your ship to fire, your men check to see if there is a target available in either of your broadsides and then fire off the appropriate port or starboard cannon. If there are several targets in your broadsides, your men fire at the closest opponent. Incidentally, a ship's cannon are evenly split between her port and starboard broadsides. That means that she can fire no more than half of them in any one broadside.

Press the Fire Broadside key (number pad **5** or **Spacebar**) to fire your loaded cannon.

Raking Shots

A "raking shot" occurs when cannon balls hit the target's bow or stern and travel along the ship's fore and aft axis. Raking shots do more damage than do shots hitting a ship's side.

Reloading the Cannon

Your crew automatically reloads the ship's cannon after firing a broadside. The crew reloads with the same type of ammunition as the cannon had before, unless you instruct them to do otherwise (see below).

The time it takes to reload is determined by the number of crew onboard. More crew means faster reloads — less crew means it's time for evasive maneuvers.

The Cannon Status indicator tells you how many of your ship's guns are presently loaded. You don't have to wait for all of your cannon to be reloaded to fire.

Cannon Ammunition

There are three primary types of ammunition available for your cannon: round shot, chain shot, and grape shot.

Round Shot: This is a standard cannon ball. When you begin a battle, your cannon are loaded with round shot. Round shot has the longest range of any of the ammunition-types. While it can hit any portion of a vessel, it tends to do most of its damage to the enemy's hull or cannon.

Chain Shot: Chain shot consists of two smaller balls linked together by a chain. When fired, the balls separate and begin spinning, primarily doing damage to the enemy's sails. Chain shot has a medium range: it fires a shorter distance than round shot, but longer than grape shot.

Grape Shot: Grape shot is the classic anti-personnel load. Basically the crew loads the cannon with musket-balls, iron filings, silverware and anything else they can find, turning the weapon into a massive shotgun. Grape shot is particularly effective at injuring the enemy's crewmen. Grape shot has a very short range.

Changing Cannon Ammunition

When the battle begins, your ship's cannon are loaded with round shot. If you have the other ammo-types available, you can switch between them at will.

Press the Round Shot key (number pad **3**); Grape Shot key (number pad **1**); or Chain Shot key (number pad **7**) to load your cannon with the appropriate kind of ammunition. **Note:** Press (**Enter**) to cycle through the available types of shot.

Ammunition Availability

All ships are equipped with round shot, but some lack either or both of the other two types of ammo. If you find yourself in a vessel lacking a particular type of ammunition, you might be able to find a shipwright who can upgrade your ship with the missing ordnance.

Damage Effects

A ship struck by enemy cannon fire takes damage to one of the following: its hull, sails, crew, or cannon. The part of the ship damaged is determined by a damage algorithm: certain ammo-types have a greater chance of damaging specific parts, though collateral damage to other parts of the vessel are possible no matter what shot is used.

Hull Damage: As a ship takes damage to its hull, the ship's speed and maneuverability degrade. If the hull is destroyed, the ship sinks.

Sail Damage: As a ship takes sail damage, its speed and maneuverability decline. If the sails are destroyed, the vessel is no longer under any control, and it may surrender at your next approach.

Losing Crew: As crewmen are knocked out, it takes the surviving crew longer to reload the ship's cannon after firing a broadside.

Losing Cannon: As a ship loses cannon, she'll have less of them to fire at the enemy (but you probably guessed that).

Grappling and Boarding Actions

When a ship rams another vessel, the ramming ship's crew rushes aboard the enemy ship to battle her crew. While they battle it out, you take on the enemy captain in a daring swordfight. The battle ends when you or the enemy captain surrender.

See the next section, "Fencing and Swordplay", for details on this heroic conflict.

The Memoirs of Captain Sydney

I said it before: a good pirate fights only when there's profit in it, or when he's not got no other choice.

When a pirate's fightin' fer a profit, he's got to remember that every ball he puts into the other ship lowers her resale value, and that a single lucky shot can sink even the strongest hull. Me, I always liked to put a couple of long-range rounds into the enemy, for to put the fear o' heaven in the crew, then range in close off her bow or stern, cut her crew down with grape, then board and take her at sword-point.

Exchangin' manly broadsides with a merchant ship might make fer a good song or legend, but I prefers money in the bank.

Now when fightin' fer survival, on the other hand, the situation's exactly the opposite. If I been chased down and forced into a fight with some blasted pirate hunter in a beastly huge warship, my job is to disable or sink her — be darned to the value o' her hull. I gets treasure off of merchant ships — I fights warships fer to live to enjoy that treasure.

Rescuing Crew

When a ship loses crew, some of them may be blown overboard where they cling to wreckage and plead to be rescued. You can retrieve floundering crewmen by running your vessel over their location.

Picking up Cargo

A ship that takes an especially hard shot may have some of its cargo blown right overboard into the sea. You can retrieve lost cargo by running over the barrels. Each retrieved barrel adds 50 gold to your treasury.

How the Battle Ends

A sea battle can end in victory, defeat, or a draw.

A Draw

The contest ends indecisively when the opponents are too far away to see each other. Generally, this means that the weaker ship has successfully outrun its pursuer.

In addition, nightfall might end the battle (if the battle goes on for too long without decisive results).

Defeat

You can lose a battle in two ways: your ship sinks, or you are captured during a duel with the enemy captain. Both results are unfortunate.

Going Down with the Ship: If you have only one ship and it is sunk in battle, you will find yourself marooned without your ship, gold, or crew. A passing ship will eventually pick you up and you will be able to start anew with a fresh ship and crew. You'll still have any treasure maps and specialists you've acquired, but that's all.

If your flagship is sunk but you have additional vessels in your fleet, one of them will pick you up out of the water (becoming your new flagship). You'll lose a portion of your crew, cargo and treasure, but you'll keep all of your specialists, special items, and treasure maps.

You cannot lose money that you previously banked while dividing the plunder. You can lose only the money currently with your fleet.

Being Captured: If captured during a boarding action, you're thrown into jail until you escape or are ransomed. Once out of prison, you reunite with your surviving crewmen and any ships and treasure they managed to salvage from the catastrophe.

Victory

You win a ship battle by sinking or capturing the enemy ship. Any victory enhances your reputation as a fierce and dangerous pirate; however it is by far more profitable to capture an enemy vessel than it is to sink her. When you sink an enemy vessel, everything she carries goes to the bottom with her. When you capture her, you acquire the ship's cargo, any gold aboard or specialty crewmen she carries, plus the ship itself.

Enemy Sailors Volunteer to Join Your Crew: Depending upon your reputation and current wealth (and upon the difficulty of the game), several crewmen from the captured vessel may volunteer to join your crew. If you accept them, your crew-size increases accordingly. If not, they get put ashore with all of the other captured sailors. (This happens automatically.)

Specialists Join Your Crew: If the captured vessel happens to be carrying a *specialist* that you don't currently possess, he is quickly "persuaded" to join your crew.

The Plunder Screen

On the plunder screen you can choose to keep the captured vessel or abandon her. You can also take some or all of the prize's cargo. You get all of the ship's gold automatically.

Once you have finished plundering your victim, you return to the Navigation screen. If you have chosen to take the captured vessel as a prize, she will take up station behind you.

Ship Battles and World Opinion

The Caribbean Sea is fairly small and pretty much everyone knows what everyone else is up to. The various nations — Spain, France, England, and The Netherlands — watch your actions with great interest. If your actions further their objectives, they tend to look upon you more favorably. If, on the other hand, you attack their interests, their opinion of you drops.

The effects are fairly obvious. A nation that likes you will let you enter their ports, buy and sell goods, recruit crewmen, and so forth. You might receive job opportunities, promotions, and introductions to eligible young women. If a nation dislikes you, they bar you from entering their cities. Their ships will fire upon yours when you approach, and they may even send pirate hunters out after you.

If You Lose a Ship Battle

If you lose a ship battle, nobody much cares. There is no effect upon world opinion one way or another.

If the Battle Ends in a Draw

If nightfall or distance ends the battle and you did not damage the other vessel, the battle has no effect upon world opinion. If you did damage the other vessel, the effects are the same as if you won the battle.

If You Win a Ship Battle

Against Pirates or Indians: If you defeat a pirate vessel, everybody else's opinion of you rises. Other pirates like you less, however. The same goes for defeating Indian ships.

Against a National Trade Vessel: If you defeat a nation's trade vessel, that nation, and any it has a peace treaty with, like you less. Nations at war with that nation like you more. Neutral nations don't care.

Against a National Warship: Nations and their allies really dislike you when you defeat one of their warships. Countries at war with that nation really approve of your actions. Neutral nations really don't care.

Fighting Near a City

Not only do nations have an opinion of your actions, but so too do individual cities. If you attack shipping originating at or headed towards a city, that city's opinion of you declines. Cities particularly dislike it if you attack shipping right outside their harbors.

It is possible that your relations with a city could be far different than your relations with that city's country, so much so that you could be welcome at all other cities of that nation, but fired upon if you attempt to enter the offended city's harbor.

The Memoirs of Captain Sydney

A pirate cap'n has gots to lead by example. You try tellin' a crew o' rowdy buccaneers to board an enemy ship while ye stay behind hidin' in the bread room, and see what it gets ye.

No sir, if ye wants to be a proper cap'n, ye've got to be the first man over the side and on the enemy deck. Buccaneers'll follow a brave man anywhere, a cowardly dog nowhere.

That's why ye've got to be handy with a sword, by the Powers! More often 'n not, in a boardin' action ye'll find yerself facin' the enemy cap'n. If ye beat him, his crew will lose heart and surrender. If he beats ye, yer crew'll do the same.

Fencing and Swordplay

Overview

The 17th century was a violent age. Highwaymen, armed militia, and roving bands of hungry ex-soldiers infested "Civilized" Europe. Most men carried swords and had at least rudimentary training in how to use them.

As a pirate, you can expect to engage in a lot of swordplay. In ship combat your objective is usually to capture ships without damaging or sinking them. Thus you board them and try to take them by storm. You'll meet the enemy captain in one-on-one combat, and your success or failure as a pirate, to a large degree, will be determined by your handiness with a sword. Prior to beginning a duel, you will be asked to choose a sword type. The Rapier is faster on attacks and slower on defense, the Cutlass is the opposite, and the Longsword is balanced.

Your Opponent

You

Advantage Bar

Enemy Crew

Your Crew

The Dueling Screen

The dueling screen shows a typical duel, taking place after you rammed an enemy vessel in a ship battle. The dueling screen contains the following elements:

You: Your character.

Your Opponent: The enemy captain.

The Advantage Bar: This shows which duelist has the advantage (or, "initiative"). When the bar is left of center, you have the advantage. When right of center, your opponent has the advantage. The duelist with the advantage moves faster than normal; the duelist without the

advantage moves slower. You can move the advantage bar away from you by taunting your opponent, or by ducking a chop, parrying a thrust, or jumping over a slash.

The Crew Battle

While you are dueling the enemy captain, your crew is fighting the enemy crew. Every few moments, one side or the other loses some men, depending upon the current state of the duel and the size, skill, and morale of the opposing forces.

The Enemy Crew: How many enemy crewmen remain in the battle.

Your Crew: How many of your pirates remain in the battle.

The Keypad Control Diagram: This shows you how to control your pirate by using the keys on the number pad.

An Overview of Dueling

In a duel, you are leading your men in a fight against the enemy forces (sometimes you're fighting alone; we'll discuss that later). You engage the enemy captain in a one-on-one swordfight while your crew fights the enemy crew.

You attempt to hit your opponent with your sword while avoiding his attacks. A successful hit drives the victim back one or two paces; the battle is over when one duelist is pushed back into a wall, falls overboard, or is otherwise dispatched.

While your individual duel is progressing, your crew is battling the enemy forces. Every few moments, one side or the other loses some men, depending upon the current state of the duel and the size, skill, and morale of the opposing forces. If your crew is reduced to one and you are hit again, you are forced to surrender; if your opponent's crew is reduced to one and you hit him again, your opponent surrenders.

Attacks

You have three attacks available to you: chop, thrust, and slash.

Chop

The chop is a high attack. You draw your sword back and up, and then swing at the enemy's head or neck. This attack takes a long time to develop, but is quite deadly when it lands. To execute a chop attack, press the Chop key (number pad **7**).

Chop, cont.

Hit Result: Opponent is driven back two spaces.

Counter: Duck

Thrust

The thrust is a quick, straight attack, aimed at your opponent's torso. This attack takes little time to develop, but does less damage than the chop or slash. To execute a thrust attack, press the Thrust key (number pad **4**).

Hit Result: Opponent is driven back one space.

Counter: Parry

Slash

This is a low attack, aimed at your opponent's legs. The slash takes some time to develop, but is quite deadly when it lands. To execute a slash attack, press the Slash key (number pad **1**).

Hit Result: Opponent is driven back two spaces.

Counter: Jump

Defensive Maneuvers

You also have three defensive maneuvers available to you: duck, parry, and jump.

Duck

In this maneuver you duck underneath your opponent's chop attack. To duck, press the Duck key (number pad **2**).

Duck vs. a Chop: When you successfully duck under an enemy's chop, your enemy is momentarily disoriented, possibly allowing you to get in a quick attack before he recovers.

Duck vs. a Thrust or Slash: The enemy hits you.

Parry

In this maneuver you block your enemy's attack with your sword. This defensive maneuver is somewhat successful against any attack. To parry, press the Parry key (number pad **5**).

Parry vs. a Thrust: Your enemy's blow is completely blocked.

Parry vs. a Chop or Slash: You manage to partially intercept the attack: you are pushed back one space instead of two.

Jump

In this maneuver you jump over your opponent's slash attack. To jump, press the Jump key (number pad **8**).

Jump vs. a Slash: When you successfully jump over your opponent's slash, your opponent is momentarily disoriented, possibly allowing you to get in a quick attack before he recovers.

Jump vs. a Thrust or Chop: The enemy hits you.

Taunt

When you taunt your opponent, you're trying to demoralize him with a cunning verbal attack. A successful taunt moves the advantage in your favor. There is no specific counter to a taunt; however, your enemy can shut you up by hitting you while you're talking. To taunt your opponent, press the Taunt key (number pad **6**).

The Crew Battle

While you are dueling the enemy captain, your crew is fighting the enemy crew. Every few moments, one side or the other loses some men, depending upon the current state of the duel and the size, skill, and morale of the opposing forces.

Effects of Morale on Battle

Your crew's morale at the time they entered the battle affects their performance in combat. If they are happy they fight like lions and can defeat an enemy much bigger than they; if unhappy they fight much less successfully.

The enemy forces also have a morale rating. In general, crewmen aboard warships or pirate vessels have higher morale, while the crew from merchant vessels have lower morale.

Effects of Your Duel on the Crew Battle

The crew's morale is heavily dependent upon your success in your fight against the enemy captain. If you are doing well and have pushed your opponent back, your crew's morale is raised. If your enemy is pushing you back, your crew's morale is lowered.

The importance of this cannot be overstated. If you are winning, your crew can take on and defeat an enemy force far greater than they; however, if you are losing the duel, an inferior force can cut them to pieces.

How the Crew's Battle Affects Your Duel

When the enemy crew loses men, the advantage bar moves in your favor. When your crew loses men, the bar moves in your opponent's favor. Certain factors such as consecutive successful blocks, taunts, or crew losses can cause a duelist to become disoriented. This is characterized by a "dizzy" symbol over their head and drastically reduced speed.

The End of the Crew Battle

The crew battle continues until you or your opponent wins the duel or until one side or the other has been reduced to one man.

Victory or Defeat

The duel ends when one duelist is pushed overboard (or up against a wall) or when a duelist surrenders.

Nowhere to Run

When the battle begins, both duelists are in the middle of the dueling "stage" (typically in the middle of a ship's main deck). Each duelist is pushed back by his enemy's successful hits; if hit enough, a duelist is pushed back to the very edge of the stage. If he is hit again, he loses the duel and must surrender (or fall overboard).

Losing the Crew Battle

When a duelist's crew has been knocked down to one man, he automatically surrenders the very next time he is hit in the duel. **Note:** You can still win a duel even if your crew has been reduced to one man: you just have to avoid all enemy attacks until you've pushed your opponent off the stage.

In Town

The Memoirs of Captain Sydney

I think I loved Tortuga the best o' all cities in the Caribbean. The shipwright was fast 'n' mostly honest; the merchants never asked ye where ye got the cargo from; and the tavern was always crawlin' with buccaneers lookin' fer work.

I remembers I had me a good relationship with the governor, too, even though Tortuga was a French city and I was an English cap'n, and France 'n' England was pretty nearly always at war with each other.

See, France was usually fightin' Spain at the same time, and as long as I kept capturin' Spanish ships 'n' leavin' the French alone, he didn't care where I came from.

Do ye know that man promoted me to admiral? Me, an admiral in the bloomin' French navy! I nearly busted out laughin' when he told me!

The governor also introduced me to his daughter, which was right polite o' him, if ye asks me. Nothin' ever came o' it, though: she was kinda plain-lookin' and I already had me heart set on this beautiful lass in Saint Kitts...

Ports of Call

By the 17th century, there are dozens of European settlements on the islands and continents bordering the Caribbean. Some are old, established cities boasting thousands of citizens. Others are tiny settlements clinging to a precarious existence in the face of hostile natives, predacious pirates, and enemy religious fanatics — not to mention the many deadly perils that nature herself provides. Some are temporary hideouts where buccaneers come to plan their next exploits; others are religious establishments where dedicated missionaries seek to convert the natives to Christianity. And in addition to the European settlements, some few native villages still cling to survival here and there, despite the odds.

You spend much of your time in one or another of these ports — buying and selling goods, repairing your vessels, recruiting crewmen, purchasing treasure maps from shady characters, taking assignments from desperate governors, putting the moves on those governors' daughters, fighting evil foreigners, and the like.

Cities

Cities are the major permanent European settlements in the Caribbean. Cities' names, locations, and nationalities remain constant from game to game in a single era.

City Types

There are several types of cities in the game, each with certain basic characteristics:

Capital: A capital is a large and rich city with strong defenses.

Port: A large and rich city with weak defenses.

Town: A large and poor city with strong defenses.

Colony: A large and poor city with weak defenses.

Trading Post: A small and rich city with strong defenses.

Stronghold: A small and poor city with strong defenses.

Village: A small and rich city with poor defenses.

Outpost: A small and poor city with poor defenses.

Talk is Cheap in the Caribbean

And it's easy, too. When you encounter someone who has something to say, he or she will greet you with a short statement. If the statement is purely informational and requires no response from you, the statement will end with an "Exit" button.

Click on the button when you've finished reading the statement and you're ready to move on. If the statement requires a response, your possible replies are listed below the statement. Just click whichever reply you want to give to continue the conversation.

The City Menu

There are a variety of places you can visit in a city. Use your mouse (or keyboard) to navigate this menu and carry on conversations with people in town.
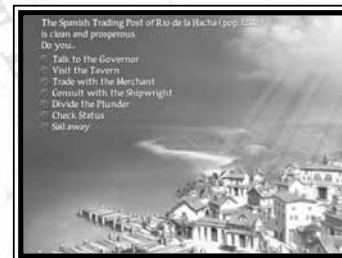
The Governor's Mansion

Enter here to speak to the man in charge of the port. He may give you political or military assignments. He can also reward you for successes. Once you are successful enough, you may get a chance to meet his lovely daughter (if he has one).

The Governor: Governors are the most important and powerful people in cities. It's extremely useful for you to be on good terms with at least a couple of governors throughout the Caribbean:

- They can provide you with Letters of Marque, making you a legal privateer for their nations.

- If you have a Letter of Marque, they can reward you with promotions for attacking their enemies.

- If you have been attacking their shipping, the governors can offer you amnesty (for a price), allowing you to once again receive Letters of Marque, and thus promotions.

- They can ask you to perform special missions, which, if successful, will result in further promotions and national good will.

- They can provide you with information on your enemies.

- Finally, they can introduce you to their daughters.

Governors' Daughters: Some governors have young, unmarried daughters, eager to meet a dashing and valiant scoundrel such as you. If you can manage to win her heart, a governor's daughter can provide you with valuable information about your enemies and your lost

relatives. Furthermore, they may have valuable special items or maps to lost cities for you, if they think you are worthy. If you persist long enough, a governor's daughter may agree to marry you — providing you with a great deal of prestige in Caribbean society.

You can impress a governor's daughter by gaining high rank (but only from her nationality). You can also win her heart by skillful dancing and by presenting her with jewelry she covets.

By the way, not all governors' daughters are alike. Some are rather plain in looks, some are attractive, and a few are quite beautiful. Not surprisingly, the better looking a daughter is, the harder she is to impress — go figure.

The Tavern

Visit here to recruit men, pick up local gossip, purchase treasure maps, and so forth.
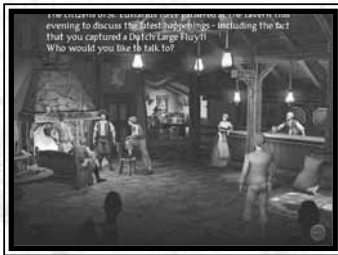
The People: Your pirate appears in the center of the room, surrounded by a number of different characters. Each person may have something to tell (or sell) you. Click on the person you wish to speak with.

The Bartender: The bartender usually knows where to find upgrades for your vessel. Further, he often knows the movements of prominent (or notorious) people in the Caribbean. Finally, he shows a disturbingly thorough knowledge of the whereabouts of attractive women.

The Barmaid: The barmaid can tell you about pirates and villains in the area. She often knows about fat prizes sailing nearby.

The Mysterious Traveler: This shady character can tell you about cities he's recently visited or heard about. He might also have treasure map fragments or special items available — for the right price.

Crewmen: Unemployed sailors are often found hanging about in taverns, looking for work. (Not all taverns have work-hungry sailors,

and once you've hired men from a tavern, it might take a while for more jobless sailors to show up.) You can't exceed your maximum crew capacity, so you may find that not all the men you thought you recruited "fit" in your available space when you set sail.

The Merchant

Visit here to buy and sell goods and cannon. Use your mouse to make selections, buy and sell cargo, and so on.

The Shipwright

Go to the shipwright's establishment to have your ship repaired or upgraded and to sell any excess ships you possess.

Divide the Plunder

Go here at the end of a long voyage to split the loot between you and your anxious crew. See "Dividing the Plunder" on pages 79-81 for more details.

Check Status

Examine your ships, cargo, crew, missions, and so forth. You can access all information screens from here.

Sail Away

Click here to leave town and return to the sea.

Other Settlement Types

Cities are not the only human habitations in the Caribbean. There are other, smaller enclaves, as well. These smaller places change location from game to game.

Settlement

These are smaller, newer towns, often with very few people in them, often on the brink of extinction. Occasionally a settlement's mayor may have a job for you.

Settlements may have some or all of the same locations found in cities — Tavern, Merchant, Shipwright, and so on. However, these places are usually quite poor and primitive: don't expect to find the same quality of goods and services.

Jesuit Mission

Missions are places where members of the Jesuit religious order try to convert the natives to Christianity. Jesuit priests often have influence with nearby cities: they may be willing to intercede with enemy governors on your behalf. Like settlements, missions have merchants but they are usually poor and understocked.

Pirate Haven

These are temporary settlements where pirates gather to recruit crewmen and plot their next missions. If you're villainous enough, you may be able to convince the pirate captain to launch an assault upon a nearby city.

Pirate Havens contain poor and primitive taverns, shipwrights, merchants, and so on. The "top ten" pirates are each based in a different pirate haven.

Indian Village

These places are where the remaining native people try to survive the European onslaught. Indian villages are generally not too fond of their non-native neighbors: you may be able to convince their chief to attack a nearby European city — ye ruthless scoundrel!

Indian villages may contain merchants willing to sell you whatever few supplies they possess.

The Memoirs of Captain Sydney

I never understand what them famous pirates was thinkin' about, buryin' their treasure all over the Caribbean like that. Me, I spent every last shillin' I ever got, or I put it in a right, proper bank for safekeepin'.

Seems to me that every time they buried their treasure, along'd come some blasted thief to dig it up and steal it. What's the sense of it, I asks ye?

Course it takes some guts to steal another pirate's booty — particularly if the pirate in question happens to be Blackbeard or Kidd or one of them boys. Those lads really know how to hold a grudge.

Treasure Maps

Overview

There's nothing a famous pirate likes to do more than to hide a bunch of his loot in a secret location, murder all of the folks who helped him bury it, create a cryptic map showing where the treasure is hidden — and then promptly lose the map.

During your journeys you may discover pieces of these maps. Once you collect enough fragments, you may be able to follow the map's clues to the buried treasure, making you much richer — and, not surprisingly, also really annoying to the pirate whose loot you stole.

Getting Map Pieces

You may occasionally find a mysterious traveler willing to sell you a piece of a treasure map. Mysterious travelers are found in taverns. Governors' daughters may possess pieces of maps leading to lost cities of gold. They are found in governors' mansions.

Looking at Your Map

Once you acquire a map piece, it is stored in the Treasure Map information screen. If you acquire additional pieces of that map, they are automatically put together on one page in the correct position. If you have more than one map, each map appears on a separate page.

Once you have found a treasure, the associated map is removed.

Map Clues

Pirates use a variety of clues to indicate the locations of their treasures. Some of these are visible from the sea. These include human habitations — cities, settlements, villages, missions and pirate havens. Pirates also use named landmarks — Dagger Falls, Skull Shallows, Prisoners' Rock, and so on, which are also visible from aboard your boat.

Other map clues are smaller and visible only once you form a landing party and go ashore. You must disembark your vessel in order to see arched rocks, Indian totems, dead trees, etc.

In order to find a treasure, you need to spot a visible landmark on the treasure map and then disembark nearby. You can then follow the other clues until you reach the treasure. See "On Land", on the next page, for details on how to move about once ashore, and how to retrieve the treasure.

By the way, landmarks and settlements change location from game to game. Just because you found Dagger Point on the southern coast of Cuba in one game doesn't mean that's where it will be the next time you play…

Other Sorts of Maps

During your journey you may encounter other maps, leading to lost relatives, hidden cities of gold, and so on. You usually acquire these maps from governors' daughters, though they may be available from other sources.

These maps function just like treasure maps. They too are stored on the Treasure Map screen, and you use the process outlined above to reach the hidden location.

Robert Lewis Stevenson Has a Lot to Answer For

As far as we can tell, only one pirate ever actually buried his treasure, and that was under unusual circumstances. The privateer Captain William Kidd was heading back to New York, where he knew he might face charges of piracy. He hid a portion of his treasure on Long Island to give himself a bargaining chip in the upcoming negotiations. It didn't work. Kidd was promptly imprisoned, forced to reveal the location of his treasure, and then sent off to England to be tried and hanged as a pirate.

In fact, the buried treasure myth appears to have originated in Robert Lewis Stevenson's thriller, "Treasure Island." Written in 1881, the extremely popular book featured a hunt for buried pirate treasure. Though the story was totally fictitious, people ever since have remained convinced that pirates routinely buried portions of their plunder.

Mostly, pirates squandered their treasure on gambling or on "fancy ladies" in town. A few men sensibly banked their gold or expended it purchasing pardons and titles of nobility, but most spent it as soon as they got it.

On Land

Overview

Pirates don't have much luck with the land. It's a nasty place, full of snakes, alligators, farmers, and other nuisances. In general, pirates stick to the ocean or to the cities. If they decide to venture out into the wilderness, it's usually because they're after one thing — buried treasure.

Disembarking

When you want to go ashore, steer your ship into the land. When you reach your target, a pop-up appears, asking if you really want to disembark. If you answer in the affirmative, a landing party forms ashore from your anchored vessel. You, of course, are in the lead.

Embarking

When it is time to return to your vessel, press the Return to Your Ship key (**R**). Your crew immediately boards your ship and heads out to sea. Note that you can use this to board your crew from far inland.

Alternatively, you can manually direct your landing party aboard your ship. In a moment, the scene changes and you're back at sea.

Your men — **Landmark**
Compass
Food — **Treasure Maps**
Crew — **Quests**
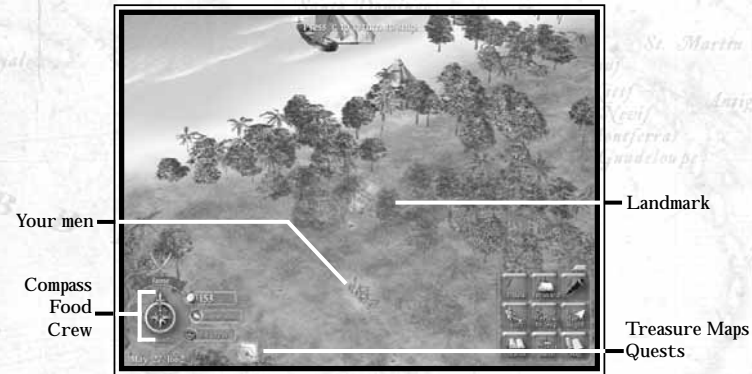
The On Land Screen

These are the elements that appear when your crew is on land.

Your Men: Your landing party, with you at the lead.

Landmark: A clue leading to the buried treasure.

Months of Food Remaining: Once you run out of food, your men will begin to starve.

Crew Size and Current Morale: How many crewmen are in your landing party and the state of their morale.

Compass: Helps you figure out which direction you're going.

Current Quests: Info on people you're trying to track down.

Current Treasure Maps: A shortcut to your treasure maps.

The Memoirs of Captain Sydney

Land is fer lubbers, hear me? And fer crazy old dogs like Cap'n Briggs. He used to buy them maps and then drag his poor crew all over creation lookin' fer buried treasure. Heh. Half the time he'd run out o' food in some godforsaken mountains and half his men would desert him.

Course he did find treasure a couple o' times — they was worth a pretty penny too. But as fer me, I'll stick to the high seas, thank you very much. Marchin' around on land just ain't natural fer a pirate, sez I. I heard tell how there be monstrous great spiders in them jungles, and huge, bloodsucking wombats, so they say.

No sir. I'll go ashore fer somethin' reasonable — for to attack a Spanish city, or the like. As for buried treasure, I leaves it fer them who likes it. Me, I'll take me a fat Spanish treasure galleon any day o' the week.

"X" Marks the Spot

When you get near to the correct spot, an "X" appears on the screen. Move your men atop the blinking mark, and they will uncover the hidden goodies. Once you've got the loot, you can use the Return to Your Ship key (**R**) to get back to sea.

Perils Ashore

When you're leading a landing party, there are two things you have to worry about: your crew's morale and their food supply. As time passes your crew eats, and if they run out of food, they'll become really unhappy. You'll need to get them some food, quick, or they'll start to desert.

Mind you, even a well-fed crew may begin to complain if the search takes too much time. It's a good idea to begin any land adventure with loads of food and a happy crew.

Entering a City or Settlement

If you wish to lead your landing party into a city or settlement, simply move toward the buildings on the map. Once you have gotten close to the habitation, a menu appears asking what your intentions are. Depending upon circumstances you may be able to stroll right in to the place, or you may have to sneak or fight your way in.

Land Battles

The Memoirs of Captain Sydney

It was back in the spring o' '65, or maybe '66, me 'n' the boys decided it was time to teach them Dutchmen a lesson. We heard that the Indians had attacked Curacao, see, and we figured that maybe they had softened the place up enough fer us to be able to take it. There was about 250 of us, I recollect, and we reached Curacao some time in May. We put ashore 'n' formed ourselves into four or five brigades — a couple with boys armed with cutlasses, a couple with buccaneers armed with muskets, and one with us officers in the lead.

Well, them Dutchmen hid themselves in the tree line and ambushed us as we moved for'ard. Their infantry weren't much good with their muskets, but they had the cover and we was in the open, and they gave as good as they got. They held on until we was able to hit 'em in the flank, then they broke and ran fer the city.

By then the Dutchmen had some artillery on the field, but with the infantry gone, it was dead meat. It got off one good shot at the buccaneers, and then us officers ran up 'n' spiked the guns.

Then some cavalry showed up on our flank. "Boys," sez I, "this is gettin' right tedious. I thinks we should leave some buccaneers behind to keep them horsemen busy, and the rest o' us should run fer the city walls. What say ye?" The boys agreed and we moved for'ard.

Well, to make a long story short, it worked. Some o' us ran into another ambuscade, but more o' us made it over the walls. The Dutchmen kind o' lost heart and surrendered.

So we won in the end, I warrant, but it weren't no picnic. If them Dutch infantry had looked after their flanks properly and the cavalry had got up faster, it mighta had a very different ending.

Overview

As captain of a pirate vessel, not only are you expected to lead your men to victory at sea, you must also be able to take them ashore to attack enemy cities. Here you may face enemy militia, infantry, cavalry, native warriors, and guards. Your men are not especially adept at shouldering muskets, saluting, and marching in line — but they still fight like demons when facing the enemy.

In a land battle, you control several "units" of pirates, buccaneers, and officers. Your opponent controls infantry, cavalry, and native warriors. Your objective is to reach the enemy city with one or more of your units.

Remember that your goal isn't to defeat or destroy the enemy units — all you want to do is get men into the city. If you have to destroy every enemy unit on the map, so be it. If you can circle around them and get inside without firing a shot, that's fine too. **Note:** You cannot initiate a land battle with less than 50 men.
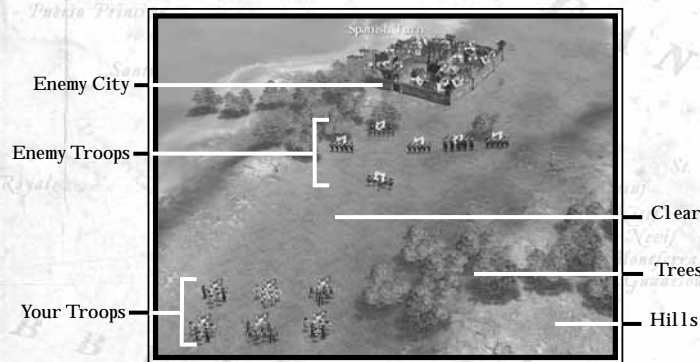
The Land Battles Screen

Your Troops: These are your forces.

Enemy Troops: These are the enemy's forces.

Trees: Light jungle forest.

Clear: Clear terrain.

Hills: High ground.

Enemy City: Your objective.

Unit Types
Your Forces
You have three different kinds of units at your command.

Pirates: Armed with cutlasses and boarding axes, pirates are very good at close (hand-to-hand) combat. Pirates cannot make ranged attacks.

Buccaneers: Buccaneers are armed with muskets and very good at ranged attacks. They can fire at enemy units within four spaces but are not good at close combat.

Officers: These elite pirates excel at close combat, but cannot make ranged attacks.

Enemy Forces
These are the types of units you may face during land combat:

Infantry: Armed with muskets and swords, these are the local militia. They can make both ranged and close-combat attacks, but they're not especially powerful. Infantry can fire at enemy units within three spaces.

Guards: These professional soldiers are armed with light muskets and swords. They are good at close combat, and they can make ranged attacks against enemies within two spaces.

Cavalry: Like Guards, these are professional soldiers but are on horseback, armed with lances and swords. They move quickly and are particularly dangerous when charging an enemy unit in clear terrain. They are not effective against targets in trees and cannot make ranged attacks.

Neutral Forces
These units may appear as enemies:

Native Bowmen: Armed with bows and arrows, these warriors are very good at ranged combat and can attack an enemy within two spaces. They are vulnerable in close combat.

Native Spearmen: Fierce fighters armed with spears and stone axes, spearmen are extremely proficient at close combat, but unable to perform ranged attacks.

How to Play
During a battle the units in the game — both yours and the enemy's — are "activated" one at a time. When a unit is activated, its commander orders it to move, fire, attack or hold. Once a unit has completed its orders, another unit is activated. Only one unit is active at a time.

At the start of a battle you can choose between three starting locations by pressing the Change Target key (**Tab**). Once you have selected a starting location, hit **Enter** to continue. Battles are played out in a turn-based format with each side moving in turn.

Orders
When one of your units is active, you can give it one of the following orders:

Move: Order a unit to move into an empty adjacent space on the map but not into a space occupied by another friendly unit. Order a unit to move by right-clicking on the space you want it to move to, or by pressing one of the Move keys (on the number pad; see the "Game Controls" section for details).

Turn: Order a unit to turn to face any direction (see "Flank Attacks" on page 61). Press one of the Turn keys (**shift**-number pad **#)**; to order the unit to turn.

Attack in Close Combat: If you order a unit to move into a space occupied by an enemy unit, your unit attacks that unit in hand-to-hand combat in an attempt to drive it away. If it is successful, your unit can move into the enemy's vacated space.

Make a Ranged Attack: You can order a unit with ranged combat ability to fire at any enemy unit with sight and firing range. Potential targets are highlighted with a red circle. The target your unit is currently aiming at flashes. Press the Change Target key (**Tab**) to aim at another available target. Press the Fire key (number pad **5**) to fire.

Hold: Do nothing. In effect, the unit skips its move. Press the Hold key (**Spacebar**) to order a unit to hold. You may select another unit to move without losing the currently active unit's movement this turn. Simply select another unit with the mouse or choose the Next Unit command.

Terrain

There are four basic types of terrain in *Pirates!*

Clear Terrain: Open country. Units attacked while in clear terrain get no defensive bonus. Cavalry units get an attack bonus when attacking enemy units in clear terrain.

Trees: Trees provide a defensive bonus. Units in trees are invisible until an enemy unit moves adjacent to them. Cavalry units are penalized when attacking units in trees.

Hills: Units on hills (elevated terrain) gain a bonus when engaged in close combat against units that are lower than they.

Impassable Terrain: This rocky terrain is impassable for units but ranged units can fire through it.

Hidden Units

Units in trees or behind hills remain invisible until an enemy unit "sees" them by climbing the hill or moving next to the unit in the trees.

Combat

Close Combat

Close combat occurs when one unit attempts to enter a space occupied by an enemy unit. The attacker's close combat strength is used against the defender's defensive strength (modified by the terrain, each unit's morale, and whether it is a "flank" attack) and a result is determined. Each unit may take casualties and lose morale. If the defender wins the combat, he holds the position; if the attacker wins, he takes the position and sends the defender fleeing.

Ranged Combat

Only buccaneers, infantry, artillery and native bowmen engage in ranged combat. In ranged combat, the attacker fires his weapons at an enemy unit within sight and his ranged attack range. Effects of the fire are determined as in close combat, but only the defender's terrain is considered important. The defender may lose men and / or morale from the attack. The attacker doesn't suffer any ill effects from making a ranged combat attack.

Flank Attacks

When a unit is attacked from the rear or side, the attacker receives a "flank-attack" bonus. This applies in both close and ranged combat.

Panic

As a unit takes damage, its morale deteriorates. If the unit's morale reaches "panic," it breaks and flees from the battle the very next time it takes casualties.

Victory

If your men reach the city walls, the defenders scatter and run, and the local citizens pay you a ransom to vacate the premises (the ransom can be quite large, depending upon the city's wealth and how badly beaten the defenders). It is possible to use feints and sneak units close to the city for an easier victory but your plunder will be less than that of a complete victory. An overwhelming victory could also give you the opportunity to place a new governor into the conquered town. This will make the new governor's country very happy and the old governor's country rather upset!

Capturing a City

If your attack is enormously successful, the local people may revolt against their current inept rulers. This allows you to determine their future national allegiance.

Defeat

If you are defeated in battle, you return to your fleet to lick your wounds and plot your next move, minus a portion of your crew.

Sneaking About Town

The Memoirs of Captain Sydney

I'd been chasin' Baron Raymondo for nigh on six months, because I'd been told he knew where my long-lost sister was bein' held. I finally heard tell he was holed up in Saint Martin, which was sort of a problem, because them Dutchmen hadn't liked me much since I sacked Curacao. Sure enough, when I approached the harbor Saint Martin's guns opened up on my ship. So I made fer to sneak into town on me own.

It were late at night and the city streets were dark 'n' quiet. The only people out were me 'n' them Dutch guardsmen. But they was slow and easy to spot, and I figured that I was safe as long as I stayed out of sight.

Then I walked down this street 'n' realized it were a dead end, and that a guardsman was about to come around the corner behind me. There was nowhere to run: the houses were locked up tight, and I knew it'd make too much noise if I were to kick in a door or window. So I figures I'm trapped.

Then I spots these hay bales, and I ducks behind 'em just as the guard comes around the corner. As he walks past I slips out behind him and kind o' taps him on the headbone with this cudgel I'm carryin'. He slumps over and I slips away down the street and over a wall before anybody spots me.

Not too long after that I sees the tavern and makes my way inside. Baron Raymondo weren't too happy to see me — and he was a lot less happy after I got through with him, by the Powers!

Overview

From time to time you may find it necessary to get in or out of a town unnoticed. Perhaps you've been making war on the Spanish and have discovered that your archenemy is hiding in the tavern in Cartagena. Lacking the manpower to take the city by storm, your only alternative is to sneak into the city, find the tavern and confront your foe.

Or perhaps you've been fighting the perfidious English and had the misfortune of being captured and imprisoned in Barbados. One night

you manage to slip out of your prison; now all you have to do is make it out of the city without being captured.

As you move about an enemy city, you'll see a number of guards on routine patrol. If you sneak up behind a guard you can knock him out. However, you're much better off keeping out of his way altogether. If a guard sees you he'll raise the alarm and dozens of guards converge on your position. Then it's back to the hoosegow for you, unless you outrun them!
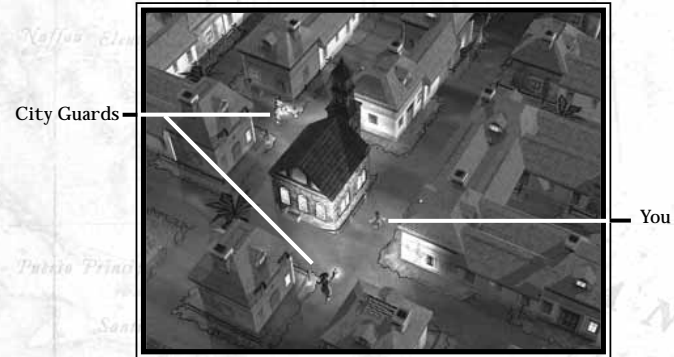
The Town Sneak Screen

You: Your character, that handsome devil!

City Guard: The enemy. Keep out of his way.

Building: A dwelling. You can't enter any of these buildings. Neither can the guards. They can't see through them, either.

Objective Buildings: These are the marked locations in town: Governor's mansion, tavern, and so forth.

Your Men: Your faithful crew, waiting for you on the edge of town. You need to reach them if you're heading out of town.

Fence: A fence. You can climb over fences, but the city guards are too fat and lazy to do so. They can't see through fences, either.

Hay Bales: You can hide behind hay bales and the guardsmen can't spot you.

Moving Around

Walking

This is your regular pace. You're moving slowly and quietly, paying close attention to your surroundings. Guards cannot hear your movements. They see you if they're looking in your direction, of course.

Running

Use the Run key (**Shift**) to run. You move far more rapidly when running, but you make a lot more noise that may alert nearby guards. Furthermore, you can't pay as much attention to your surroundings when running — the view closes in so you can't see much of what's around. You're in danger of running smack into a guardsman.

Climbing Fences

Move into the fence to climb it. Once you touch the fence you'll automatically climb over it. This is a good way to evade pursuit, since guardsmen can't climb fences and can't see through them.

Hiding

To hide, move into a hay bale and the guardsmen will not see you.

Knocking Out a Guardsman

Walk up behind a guardsman to knock him out. You can't knock out a guardsman if he's facing you: he'll see your approach and raise the alarm.

Getting Caught

If a guardsman sees you and gets within touching distance, you're caught and thrown into jail. Here you'll sit and rot until the authorities are good and ready to release you.

Entering an Objective Building

When you reach an objective building, you will have access to that location (Governor's Mansion or Tavern). When you leave that location, you are returned to your fleet.

Escaping from Town

To walk out of town, keep moving until you reach the edge of town. Here you'll see your waiting crewmen. When you reach your crew, you have escaped and return to the Navigation screen.

The Memoirs of Captain Sydney

Ye may not know it to look at me now, Laddy, but at one time the old Cap'n cut quite a dashing figure on the dance floor. That was before I got me this peg-leg, o' course. And I was younger then, 'n' I had more teeth in me head. And two eyes 'n' both hands, as well.

Them was great days. I'd be out at sea fer weeks, takin' Spanish ships in the waters south o' Santiago, 'n' when things got too hot out there I'd put into Tortuga fer to sell my prizes and see the governor's daughter.

The times we had! I'd take her out on the dance floor 'n' twirl her around a couple hunnert times, 'n' she'd be the envy o' all the other high-born ladies with their fat, lazy 'n' cowardly beaus.

I admit she weren't the prettiest lass in the world: Nancy, my intended, were much prettier than her — so were Simone and Inga, my other intendeds, come to think of it — but she was kind of nice to be around. And every once in a while she'd give me a present: a new shirt or fancy hat or some-such high-born gee-gaw.

Yes, she were a nice kid. I heard tell she took it badly when Theodora 'n' me got married in Saint Kitts.

Dancing with the Governor's Daughter

Overview

In the 17th century, balls (hifalutin' dance parties) were the primary form of entertainment for the upper class. Everybody who was anybody was there, dressed in their finest clothing and flaunting their best jewelry. The men wore powdered wigs, the women sported towering hairstyles that were in constant danger of catching fire from the candle chandeliers. Gossip was exchanged. Discrete romantic meetings were arranged.

Young gentlemen and ladies were expected to be competent dancers — especially if they were looking for a mate. One could not attain the highest rungs on the social ladder if one did not cut a fine figure on the dance floor.

No matter how dashing, no matter how handsome — if a pirate wishes to win the heart of a governor's daughter, he'd better learn to dance.
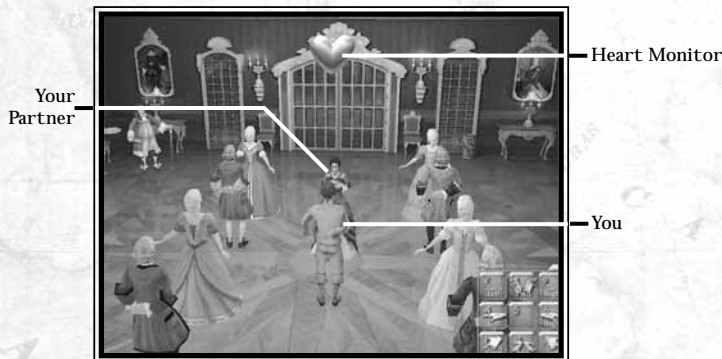
The Dance Screen

You: Your character.

Your Partner: The governor's daughter. The young lady you're hoping to impress.

Other Dancers: Important members of the city. They'll be watching you closely to see if you mess up.

Heart Monitor: This tracks the state of your partner's feelings for you. The bigger the heart, the more she likes you.

Flourish Counters: The little hearts surrounding the heart monitor represent the number of "flourishes" (moves made in time with the music; see below) you have performed in a row. Governors' daughters are really impressed by flourishes.

The Music

The couples dance to music in 3/4 time — ONE, two, three, ONE, two, three, etc. They also dance to music in 4/4 time — ONE, two, three, four, ONE, two, three, four, etc...

How to Dance

In a dance, the partners perform an intricate series of dance maneuvers, one moving smoothly into the next, in time with the music. Your partner indicates the upcoming maneuver with a gesture. You then attempt the maneuver in time with the music. If you pick the appropriate maneuver, your partner is happy. If you pick an incorrect maneuver — or don't pick a maneuver at all — you stumble, and your partner is annoyed and embarrassed. Try not to embarrass the young lady.

The Maneuvers

Following is a list of the six dance maneuvers and the accompanying gestures.

Marche Forward: You move forward (away from the screen). Your partner backs up. Press number pad **8**.

Marche Backward: You move backward (toward the screen) while your partner moves forward. Press number pad **2**.

Glisse Right: You and your partner move toward the right edge of the screen. Press number pad **6**.

Glisse Left: You and your partner move toward the left edge of the screen. Press number pad **4**.

Pirouette Right: You and your partner both spin counterclockwise. Press number pad **3**.

Pirouette Left: You and your partner perform a clockwise spin. Press number pad **1**.

Missteps

If you make an incorrect maneuver or don't make a maneuver in time, you stumble and she frowns.

Dancing Shoes

If you possess the Calfskin Boots special item, there's a chance that you'll perform the correct maneuver even if you make a mistake. Dancing Slippers give you an even better chance.

Flourishes

Perform the correct maneuver in time with the beat of the music (on the count of ONE in ONE, two, three; or ONE in ONE, two, three, four) and you and your partner perform a "flourish" — a fancier version of the standard dance maneuver. Flourishes can help win the heart of the daughter faster and can aid in recovering from early mistakes.

The Heart Monitor

The heart in the upper-center of the screen is the heart monitor. The monitor tracks your success in dancing by growing in size each time you perform a correct dance step. Flourishes cause the monitor to grow at an accelerated pace: The more flourishes you perform in a row, the faster it grows. The heart monitor shrinks with each misstep.

The End of the Dance

Your success depends on the size of the heart monitor at the end of the dance. If the heart monitor is small, you didn't impress the governor's daughter very much, and she'll let you know it. If the heart monitor is huge, you danced like a true gentleman and the governor's daughter will look upon you with great approval. You're well on your way to winning the young lady's heart!

Promotions

The Memoirs of Captain Sydney

Now me old mate Cap'n Briggs, he was a man fer collectin' titles, by the Powers! By the time he retired he was an English Duke, a French Baron, and a Dutch Admiral.

Me, farthest I got was English Colonel and French Admiral. I never could stay friendly enough with them Dutch to get any promotions. Briggs had a stronger stomach, the sly dog.

Them titles weren't just fer show, neither. Shipwrights would fix yer ship fer nearly nuthin' once ye was a Colonel, and once ye made Baron, men would fall all over themselves to join yer crew. Sailors love a lord, so they say. The daft fools.

Spanish title? No, I never got me one o' them. Didn't want one, neither. But one day this barmaid told me that the Dons had put a 10,000 doubloon reward on me head — and that, my lad, is better 'n any title you may care to mention.

Briggs was never worth more 'n' 8,000 doubloons to the Spanish, and I never let him forget it.

Overview

You earn promotions from governors by performing valuable services for their nations. Each promotion marks an increase in the nation's esteem and favor. Each promotion also earns you a benefit from that nation. In order to get promoted, you first need a Letter of Marque from that nation.

In addition to the in-game benefits of rank, promotions also feed into your overall Fame score, which helps determine your final score when you retire.

How to Gain Promotions

City governors issue promotions. You earn promotions by doing services for a nation — attacking enemy shipping and cities, escorting ships carrying emissaries, soldiers or immigrants, capturing pirates or fugitives wanted for crimes against the state, and so forth.

If you are on friendly (or at worst, neutral) terms with a nation, the governor will issue you a Letter of Marque as a matter of form, although you can bypass this simple step with enough good deeds. If the nation dislikes you because of your actions against their interests, then you may need to pay the governor a hefty bribe. If the nation really hates you, you may need to find a Jesuit monk willing to intercede on you behalf.

Promotions From Different Nations

Each nation in the game has its own opinion of you. You may be a French Marquis while remaining a lowly English Captain (and a Spanish Outlaw!). You only get rank-related benefits from the nation that has given you the rank: being a Dutch Admiral does you no good in non-Dutch ports. It's possible to gain promotions from two or more nations at the same time, if you do deeds they all approve of. If France and England are both at war with Spain, for example, and you have Letters of Marque from both nations, both will promote you for attacking Spanish shipping or cities.

Losing Favor

If you have been promoted by a nation and then act against that nation's interests (say, by attacking their shipping), you will eventually lose favor with that nation. You keep your current rank, but lose all benefits associated with it. The rank still counts toward your Fame score, however. If you have behaved badly enough, the nation may even view you as their enemy, denying you access to their cities, sending pirate hunters after you, and so forth.

In order to once again receive the benefits of your rank with a nation, you must regain that nation's favor — through bribes, Jesuit intercession, or through really impressive acts that further their interests. Once you have regained a nation's favor, you regain the benefits associated with your rank and you become eligible for further promotion.

The Ranks
Captain

In naval parlance of the day, a captain is the lowest ranking officer who would be given an independent command.

Benefit: It is easier to recruit crewmen in that nation's cities.

Major

A major is an officer of some importance in an army. When given to a naval officer, the title is mostly honorary.

Benefit: Ship repairs are cheaper in that nation's shipyards.

Colonel

A colonel is an officer of importance in an army. When given to a naval officer, the title is mostly honorary.

Benefit: That nation's merchants have more goods available to trade with you.

Admiral

An admiral is deemed competent to command an entire fleet in battle. This is the highest military rank available to a naval officer.

Benefit: Ship upgrades are cheaper.

Baron

A nobleman of the lowest rank.

Benefit: Sailors love a lord! It is easier for a baron to recruit crewmen in that nation's taverns.

Count

A nobleman of the fourth rank, a count is superior to all commoners and barons, but inferior to marquises and dukes.

Benefit: Ship repairs are free for counts in that nation's shipyards.

Marquis

A nobleman of the third rank, the marquis is superior to all commoners, barons and counts, but inferior to dukes.

Benefit: That nation's merchants will have many more goods available to trade with a marquis.

Duke

A nobleman of the second rank, the duke is superior to all commoners, barons, counts and marquises, and inferior only to kings and princes. A duke is addressed as "Your grace" by his inferiors (which includes just about everybody).

Benefit: Ship upgrades are free for dukes.

Missions and Quests

The Memoirs of Captain Sydney

Aye, I did me a couple o' quests in my day. I rescued me sister, who was bein' held captive on some plantation somewhere — in Honduras, it was, I recollect. Then I found me brother, who was locked up just south o' Saint Augustine in Florida. Then I learned that me old Aunt was bein' held in Hispaniola, and well, I had to save her, didn't I? Then there was me Uncle, who was imprisoned on a plantation somewheres in Jamaica... It got so it seemed like I was rescuin' them every blasted day o' the week, and twice on Sundays.

And when poor old Sydney gets locked up just once in Campeche, do ye think that even one o' them could be bothered to come rescue him? Hah! Don't make me laugh! I had to do me own rescuin', same as always.

Now I knows why so many pirates have false names — to escape their blasted families! Wisht I'd a thought o' that years ago — would have saved me a mort of trouble, by the Powers!

Overview

A mission or quest is a series of linked game challenges leading to a big reward. For instance, you may learn that a certain Baron Raymondo has knowledge of your long-lost sister, brought in chains to the Caribbean so many years ago. Raymondo was last seen heading in the direction of San Juan. Your new quest: rescue your sister. Your first step: go to San Juan and confront the evil Spaniard.

How you go about accomplishing your quest depends upon your present circumstances. If you're on good terms with the Spanish, you might just sail openly into port and visit the tavern. If you're on bad terms with Spain, you might sail to San Juan and attempt to sneak into town. Or, if you're mighty enough, you might sail an armada over to the city and attempt to capture it by force of arms.

Quests

Generally, quests involve rescuing a lost member of your family or righting some other wrong someone has done to you or yours. Quests tend to be long multi-step challenges, involving travel, sneaking about, fighting ships and dueling evil villains. Typically, quests come with no time limit. You may complete a quest in a single voyage, or it might take you years.

Learning of Quests

Bartenders, barmaids, governors and governors' daughters can provide you with new quests, as well as information regarding ongoing ones.

Completing Quests

When you complete a quest, your Fame score increases and you often get a large monetary reward. Ignoring or failing to complete a quest has no ill effects, except perhaps for the burning shame of knowing that you've let down the family honor.

Missions

Missions generally involve escorting a vessel to another city through hostile waters, or going to another city to capture a wanted criminal. Usually missions have only one or two steps to them. You often must have a Letter of Marque from a nation to be given a mission by officials of that nation. Some missions have time limits in which you must complete them; others have no time limits whatsoever.

Learning of Missions

Only governors, mayors, and their daughters can give you new missions or provide you with information on ongoing missions.

Completing Missions

When you complete a mission, you gain that nation's gratitude, which might result in an immediate promotion or at least several steps toward your next promotion. You gain Fame points, as well.

There is no penalty for failing to complete a mission.

Villains

There are many villains wandering the Caribbean. A surprisingly large number of them have done you or your family wrong. Others are wanted by the State.

Some villains are sedentary and stay in one place until you get around to dealing with them. Others move from city to city across the Caribbean at whim. If you take too long to reach a villain's last known

location, you may discover that he has long since moved on. You may chase a villain halfway around the Caribbean before you catch him.

When in town, villains are most often found in or around taverns. The bartender will know where to find him.

You don't have to go to a city to encounter your villain, by the way. You might catch him between cities, traveling aboard a powerful warship. If you defeat his ship in battle you then get a chance to confront him right then and there.

If you lose a duel against the villain, he mocks you and moves on to a new city and you must begin yet again. If you defeat the villain, he'll surrender and tell you what he knows.

Keeping Track of Your Quests

You can find out about your active quests / missions by going to the Quest Log in the information screens, or by clicking on the quest icons on the Navigation screen.

Once you have completed a quest, it disappears from your log and from the Navigation screen.
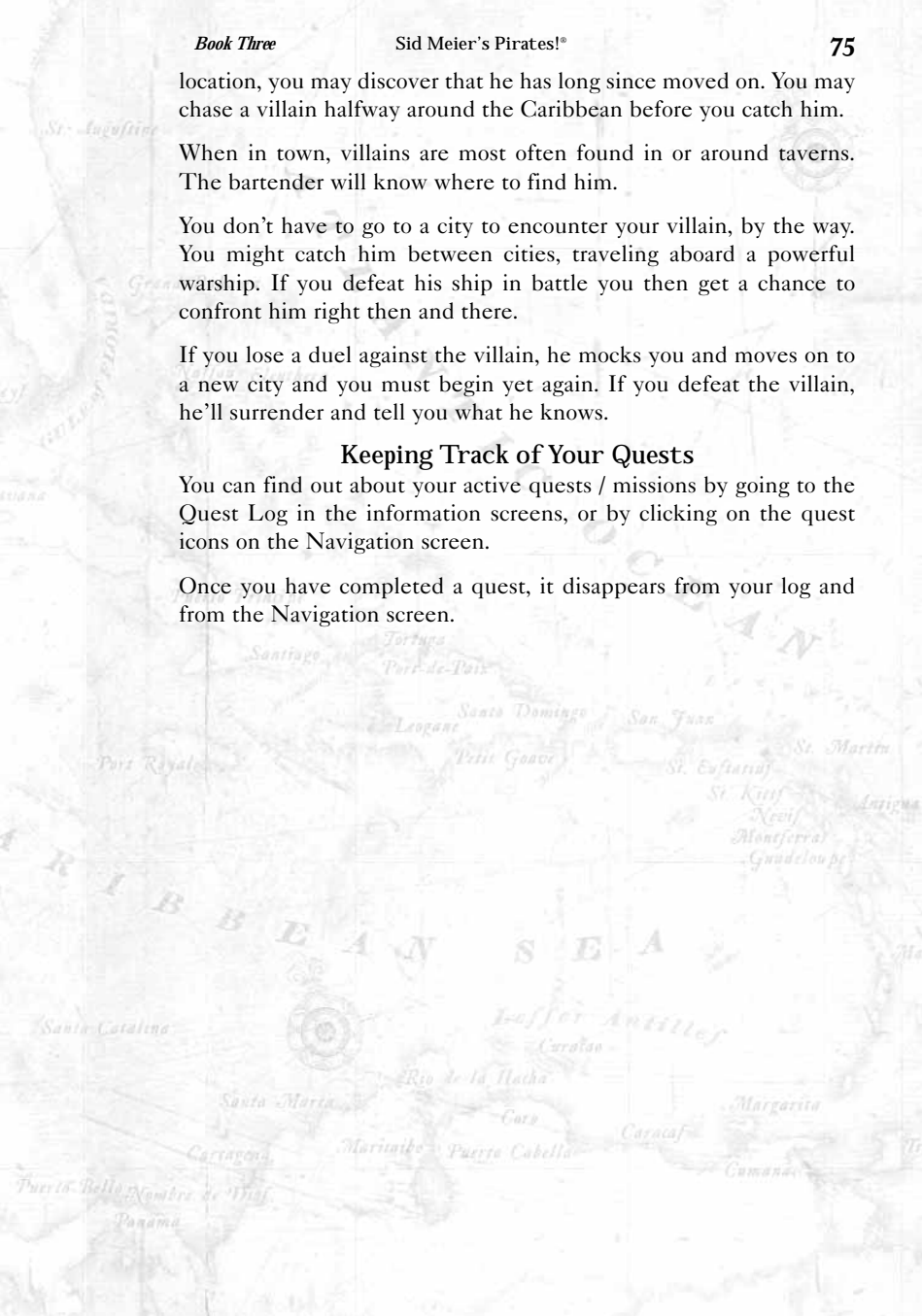
Pirates of the Caribbean

The Memoirs of Captain Sydney

Them famous pirates? Yeah, I did tangle with 'em, now and again. It would be hard fer a fellow not to — they was always out lookin' fer someone to gobble up.

I remember back in '22, I think it was, I ran into Blackbeard off of Puerto Rico. Well, there I was with me royal sloop Bernice and 75 o' the toughest pirates this side o' Barbados. Bein' proud as Lucifer 'n' as dumb as a barnacle, instead o' turning tail and runnin' I puts me helm over to engage the enemy and make my reputation.

Fer the record, the fight lasted less than one quarter of an hour. Blackbeard let me approach to within a hunnert yards, then turned his frigate hard a-port, bringing his broadside o' forty guns to bear. Ten seconds later I'm in the water watchin' me ship set course straight fer Davey Jones' locker.

Well, Blackbeard didn't hang me — which was decent o' him, I thought — instead he laughed and dumped me in jail for six months, "fer to learn respect fer my betters."

I did, too. Next time we met I was in a brand-new frigate — which I upgraded with every improvement on the market. And I made darn sure I had the weather-gauge.

I didn't win that battle, neither — it kind of ended in a tie at nightfall, both our ships afire, masts fallen, fifty men or so overboard. No sir: I didn't win, but he dint neither and I don't think old Blackbeard was laughin' at me any more.

Overview

You are not the only pirate in the Caribbean, cully. Not by a long shot. There are other pirates out there — mess around with them and they'll use you for shark bait.

There are two different classes of pirates in the Caribbean. There are generic (unnamed) pirates who sail about, attacking ships and cities. Then there are nine named pirates, who are competing with you for

supremacy on the Top Ten Pirates list. The top ten pirates are extremely dangerous. None of them like you much — especially if you've dug up their buried treasure!

Unnamed Pirates

Unnamed pirates originate at pirate havens. They act about as one would expect pirates to — they attack cities, they lurk in well-traveled sea lanes seeking unarmed prey. At the start of the game they are neutral to you and leave you alone for the most part (unless you're a particularly juicy target, of course). If you begin attacking them, they'll become hostile and react accordingly when they see you.

Named Pirates

There are nine named pirates in the game, each representing an actual historical pirate. They are listed on the Top Ten Pirates list, available in your information screens. All of these villains are danger-ous, and the ones at the top of the list extremely so. See Book Four for details on each of the Top Ten Pirates.

Each Top Ten Pirate sails out of a specific pirate haven; you can find them cruising the waters around their haven or in the haven itself. Top Ten Pirates attack just about anything that moves.

Arms and Armament

The top ten pirates usually sail around in captured warships — any-thing from a sloop of war to a frigate. Their vessels tend to be loaded with upgrades and carry a full complement of crew. The crew's morale is usually very high.

If you face a Top Ten Pirate in a duel, you can assume that he'll have one or more special moves at his disposal.

You would be well-advised to wait until you have upgraded your ship and acquired a number of combat-related special items before challenging one of these super-villains.

The Top Ten Pirates List

The Top Ten Pirates List can be found in the information screens or by pressing **F7**. At the start of the game your name is at the bottom of the list; as you gain fame and fortune you'll move up.

One of your game objectives is to reach the top of the list before you retire. Doing so requires the utmost effort, plus a good deal of luck. There is one extremely dangerous shortcut available to you: when you defeat a Top Ten Pirate in battle, he immediately falls to the bottom of the list.

Pirate Havens

Pirate Havens are small temporary settlements scattered in out-of-the-way corners of the Caribbean. Like other settlements, you can get ships repaired and buy or sell goods. Most pirate merchants usually don't have much to sell, or much money to buy your goods. You can go to the tavern to collect gossip and perhaps acquire a special item or map fragment, and you can divide the plunder.

Visiting the Captain

Instead of a mayor or governor, pirate havens are run by a captain. When you visit a pirate captain, he may offer to attack a nearby city for you. The pirate attack may reduce the city's defenses — making it easier for you to conquer later on — or perhaps even capture and sack the city. This offer is only available if you are on fairly good terms with the pirates.

Dividing the Plunder

The Memoirs of Captain Sydney

A lot o' pirate cap'ns wait as long as possible to divide the plunder. I knows why they try to delay the payoff — all of yer lads head off fer the nearest tavern to spend their gold 'n' it takes ye near' six months to get enough o' the sluggards back to start yer next voyage. What sensible cap'n wouldn't want to delay that fer as long as possible?

That's all true enough, sez I, but that's not the whole o' the story.

Once yer men get it in their heads that it's time to divide up the loot, their usefulness as fightin' men goes way down. And the longer the delay, the worse it gets. Soon their morale is in the scuppers, they grumbles all the time, and they deserts in droves every time ye leaves port.

No, sez I. Ye can delay the inevitable fer quite a while, but it ain't worth it. No man in his right mind wants to go into battle with a mutinous crew. When yer crew tells ye it's time to divide the plunder, ye should bloody well listen to 'em.

Overview

Pirate crews are rarely paid wages. Instead, they sign on for a share of any treasure acquired during the voyage. The crew stays with you for a long time if you keep bringing in the loot, but sooner or later they expect you to divide the plunder and give them their share. As captain, you get a larger share of the plunder.

You can divide the plunder in any city or pirate haven.

When to Divide the Plunder

There are two conditions under which it is advisable to divide the plunder: first, when your crew begins to demand it and you can no longer get enough treasure to keep them happy, and second, when you've acquired a huge amount of loot and want to "bank" your portion before you lose it in combat.

How to Divide the Plunder

To divide the plunder, click on the "Divide the Plunder" entry in any city or settlement's main menu.

The Division of Spoils

When you divide the plunder, the voyage's gold is handed out to you and the crewmen.

Captain's Share

As captain, you get a fixed percentage of the loot. The percentage varies depending upon the difficulty level you've chosen:

Apprentice: 5%
Journeyman: 10%
Adventurer: 20%
Rogue: 30%
Swashbuckler: 50%

The Crew's Share

The remainder of the money is divided equally among the crew. The crew's reaction to the size of their share is dependent upon the game difficulty, the length of the cruise and the size of their portion. They may be anything from very angry to ecstatic with their booty.

The crew's opinion of their share determines your next crew's starting morale if you choose to start another voyage.
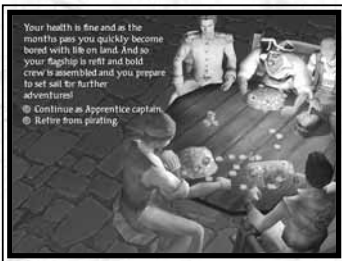
After the Division

After you have divided the plunder, you are given the options of retiring or plotting another voyage. You may also be given a chance to change the game's difficulty level.

Retirement

If you choose to retire, the game is over for that character. See "The End" on page 83.

Starting Another Voyage

If you choose to begin another voyage, several months pass while you recruit crewmen and gather supplies. Eventually all is ready, and you return to the game.

You start your new voyage with a small crew and gold equal to your portion of the plunder.

Changing the Difficulty Level

If you have had a particularly successful cruise, you may be offered a chance to raise the current difficulty level. Obviously, this option is not available if you are already playing at "Swashbuckler," the highest difficulty level of the game. If you have had a particularly unsuccessful cruise, you may be offered the chance to lower the current difficulty. This is not available if you are presently playing at "Apprentice" level.

If you choose to change the difficulty level, you then begin another voyage as above, but at the new difficulty level.

Aging

The Memoirs of Captain Sydney

A few words of wisdom on aging:

It ain't no fun growin' old, laddie. Ye lose yer looks, yer strength, yer stamina, and sooner or later, yer mind.

No, son, takes it from old Cap'n Sydney: just don't grow old. There's no future in it!

Overview

It's hard to be a pirate. Piracy requires strength, stamina, coordination and charisma. Unfortunately, these attributes tend to fade as one grows older. To reflect this, as your pirate ages, certain portions of the game become more difficult for him. You can continue to play your pirate as long as you like, but the game becomes harder as the years pass.

The date and time are displayed on the Navigation screen.

How Time Passes

The following lists the amount of time that each game activity takes.

At Sea or On Land: Time passes at a steady pace, with a day passing every few seconds.

Sea Combat: Time passes slower during sea combat, with a day taking several minutes to pass.

Pausing the Game; Fighting a Duel; Land Combat; Checking Info Screens; Buying, Selling, or Plundering Goods: Time stands still during these activities.

Starting a New Voyage after Dividing the Plunder: It takes about six months to refit your ships for a new voyage.

In Prison or Marooned: You can be imprisoned for anywhere from three to twelve months, with six months being about average. You can cut the prison time in half if you sneak out of town successfully.

Clearly, dividing the plunder and being marooned or imprisoned take the most time. Your pirate ages quickly if you engage in these activities too often.

Effects of Aging

When your pirate reaches certain ages — 30, 35, 40, 50, etc. — the game determines if his powers have diminished. If so, one game action becomes more difficult for him.

From then on, the affected action will be just a bit tougher — dueling opponents will be a little faster, flourishes in dancing will require more exact timing, fewer crewmen will want to join your crew, and so forth.

Delaying the Inevitable

If you chose the "Medicine" skill for your pirate, he won't begin to feel the effects of aging until he is a good bit older.

The Memoirs of Captain Sydney

Retire? Me? Who said anythin' about retirin'? I been on a hiatus this past twenty-five years is all — I ain't bloody retired, by the Powers, and I'll keelhaul the lubber who sez I'm too bloody old to take to the seas again. I'll show the lot o' ye!

"Avast, boys! Cap'n Sydney's settin' sail once more! Now who's with me?"

The End

Overview

All good things must eventually come to an end, and sooner or later you will want to retire from the buccaneer's life to enjoy the fruits of your adventures.

After a pirate retires, he's no longer available for play. You can then begin anew with a brand new character.

When to Retire

You can continue to play with a character nearly as long as you want. However, as time passes that character's life will become more difficult as old age sets in (see the previous section).

You might also choose to retire a character because you want to try a different game strategy. Maybe you want to try to operate only as a pirate-hunter, refusing to attack anybody's legitimate shipping, and only going after buccaneers. Or perhaps you want to play as a peaceful trader, fighting only those who attack you. Or perhaps you want to try for total Netherlands world domination, capturing every city on the map and turning it Dutch. Or perhaps you simply want to try another game era.

You are offered the chance to retire after you divide the plunder.

The Retirement Screen

When your character retires, the game checks his Fame score and assigns him a post-piratical job based upon his performance. The more Fame points he has, the better his new career. A bad pirate may end his days as a lowly pickpocket, while a really successful buccaneer may become a city governor!

The Pirates Hall of Fame

If your character is extremely successful, he may earn himself a place on the *Pirates!* Hall of Fame.

Game Eras

To the New Player

Each game era provides a different set of challenges to master. We recommend that you choose the default era, "The Buccaneer Heroes — 1660," for your first few games. This time period is the most advantageous for pirates, and it provides a rich "target environment" (i.e., ships you can attack) almost everywhere on the map. The other eras are more difficult, and it may take some time for your pirate to get into the action.

Merchants and Smugglers — 1600

Introduction

After the 1590s, the Spanish Empire begins a slow slide into decay and chaos, both militarily and economically. Misguided economic policies, combined with a shortsighted aristocracy, redoubled by a powerful and restrictive church, doom Spain for centuries to come.

In the Americas, expensive fortifications and garrisons have increased, but silver shipments and Spanish-owned merchant ships are fewer. Most astoundingly, the empire in America is literally an empty one: diseases brought by Europeans to the New World have inflicted a century of horrifying plagues. The Caribbean basin has been depopulated. In New Spain (Mexico), the Indian population plunges from 25 million in 1500 (before the conquest) to less than two million in 1600. Food supplies are short for lack of farmers, and mine output falls for lack of workers.

Spaniards in New Spain total no more than 100,000 by 1600. Worse, virtually no Spaniards are productive members of society — they expect to enjoy lives of ease, with slaves and peons serving them. This holds true throughout the Caribbean and along the Spanish Main.

Conversely, England and France are growing, vital nations. In this era, both have new kings who seek peaceful relations with Spain. Although this reduces the opportunity for privateering and piracy, neither monarch discourages colonization. The reputed riches, pleasant climate, and emptiness of the Americas all beckon, and a miscellaneous assortment of Frenchmen and Englishmen start new colonial ventures.

BOOK 4:

The Reference Pages

The Netherlands, after decades of rebellion against Spain, have all but secured their independence, and Holland is an economic miracle. Out of war, peaceful and profitable enterprises spring. With new ship designs (the fluyt), joint-stock companies, and the twelve-years' truce, Dutch commercial interests are exploding world wide. However, the big Dutch companies are mainly interested in Indonesia and Asia, leaving the West Indies to smaller operators.

Cities and Trade
Spanish Colonies
The cities of Cartagena, Havana, Panama, Santo Domingo and Santiago are the capital cities of the West Indies. Each is populous, rich, well-fortified, heavily garrisoned and intolerant of foreigners. Here tobacco and European goods command premium prices.

Puerto Bello has replaced Nombre de Dios as Panama's Caribbean port for the Silver Train and Treasure Fleet. Vera Cruz continues to serve the vast inland areas of New Spain. Both cities are still unhealthy, which limits their growth and economic success.

The majority of the Spanish Main and inland Central America is now economically viable. The smaller towns of the Main frequently grow tobacco and welcome smugglers. The hinterlands of Hispaniola are another area where tobacco smugglers are welcome.

Trinidad is in its heyday as a wide-open smuggler's port. Local Caribbean smugglers can sell their tobacco for decent prices and then buy European goods from Atlantic traders in reasonable quantities. The Spanish governor, without harbor forts and served by a laughably small garrison, can do little but take lucrative bribes and look the other way.

English Colonies
Early colonies exist on Barbados and Grenada, although at considerable risk from the cannibalistic Caribe Indians. Both need regular imports of food. No large tobacco plantations or organized defenses exist yet.

French Colonies
No French colonies exist, but old privateering anchorages with small "tent camp" towns can be found in the Bahamas. Here there is no local agriculture. Food costs are dear; precious little is available to supply a ship.

Dutch Colonies
Although Dutch fluyts are common traders in these waters, no Dutch

ports ("factories") yet exist. The Dutch spend most of their time trading in smuggled goods with the smaller Spanish colonies. Trinidad is their unofficial home port in the New World.

Prospects for Success
With virtually no successful French, English or Dutch colonies on the map, the Spanish cities are the only game in town. Furthermore, Europe is tending toward peace, dimming the prospect for privateering profits. With the dearth of friendly ports and peace in the offing, your best hope lies in searching for friendly Spanish ports and smuggling goods between them and Trinidad, with occasional trips to the new English colonies or the old French privateering anchorages to the north.

However, this tactic is self-limiting: It is possible for non-Spaniards to trade with the poorer Spanish settlements, but your very success in trading will make these settlements rich, and thus more likely to follow Spanish trade laws and shut you out!

The English Explorer
You have a number of options: Do you settle into a life of peaceful trade and smuggling, or do you seek out a war and go on privateering expeditions? Your large crew suggests privateering, but the capacious merchantman with its sluggish sailing qualities and weak armament makes trading attractive, too.

The French Adventurer
Your ship and crew are well suited to privateering. However, the lack of strong, friendly ports is a serious handicap when recruiting men or selling captured goods. Conquering a few Spanish ports and installing friendly administrations should be a high priority.

The Dutch Trader
Your ship is admirably suited to mercantile endeavor, but sluggish and underarmed for battle. While trading, keep the crew as small as possible. Pay them off and recruit new ones periodically to keep morale high. Use Trinidad as a base and discover which Spanish governors are tolerant of smuggling, and which will open fire. Privateering against the Spanish is tricky business — and you will lose trading privileges until you can get yourself an amnesty.

The Spanish Renegade
The renegade's life, never easy, is quite difficult in this era. Only the most courageous should undertake this course.

The New
Colonists — 1620

Introduction

Europe is ablaze with a new and bloody war between Protestant and Catholic (the Thirty Years War). The decay of Spain's American empire continues. Towns and cities are financially weaker, with fewer troops than ever. The economy and culture is stagnant. Spanish ranches, plantations and mines are increasingly dependent on slave labor imported from Africa.

Holland is now the world's leader in mercantile shipping, and Dutch companies finally turn their attention to the West Indies. The renewed war with Spain offers many opportunities for the large joint-stock companies to finance military expeditions against the Spanish. The old English and French privateering anchorages swarm with Dutch warships.

In England, a new round of colonial ventures is fueled by declining economic opportunity at home and growing intolerance for radical Protestants (such as the Puritans). After the demise of St. Lucia and Grenada colonies, and the near death of Virginia, new and stronger colonies are being founded. These colonies will persevere.

France, in the grip of Cardinal Richelieu, is slipping once more into civil war between the Protestant Huguenots and the Catholic government. Throughout the 1620s, French Huguenots flee France and found colonies in the New World. Then, in the 1630s, France enters the cataclysm in Germany: The Thirty Years War.

Cities and Trade

Spanish Colonies

The cities of Cartagena, Havana, and Panama remain the capital cities of the West Indies. Santiago and Santo Domingo, the old capitals, have declined to a secondary position, though each is still rich by American standards.

Many cities on the Main are economically viable, but few are prosperous. Tobacco is a cheap export crop at some towns. The more backward towns in the hinterlands of Jamaica and Hispaniola are primarily victualling and watering ports.

Trinidad remains a popular smuggling port where European goods are plentiful and fairly cheap, while good prices are paid for tobacco.

However, this port is being overshadowed by the new English colonies to the north.

English Colonies

Barbados, the first successful English colony in the West Indies, is growing fast. Increasingly, English ships use it as their home port in the Caribbean. As at Trinidad, merchants serving the trans-Atlantic trade will pay good prices for tobacco. The colony on Nevis is newer and smaller. The new venture on Providence Island off the Mosquito Coast, deep in the heart of the Spanish Empire, is the premier base for privateers and pirates raiding the Main.

French Colonies

On the shared island of St. Christophe ("St. Kitts" to the English), the French have the upper hand. This colony is largely Catholic, while the unofficial but growing French presence in northeast Hispaniola is largely Protestant. These enterprising Huguenots have already claimed Tortuga off the coast, as well as establishing Petit Goave.

Dutch Colonies

Fully fledged Dutch colonies are sparse. Along with the traditional Bahama and Florida privateering anchorages, the Dutch have begun a "factory" (trading town) on Curacao, an island positioned right in the center of the Spanish Main.

Prospects for Success

The new colonial ports are a godsend to privateers, who now have legal employ thanks to renewed warfare in Europe. Pinnaces and barques with piratical intent are everywhere in the Caribbean. Spanish strength continues to wane, especially at sea. A well-outfitted force can even attempt to capture the treasure fleet on the high seas.

Still, one must watch political developments closely. Spain is quite capable of mounting periodic counterattacks to wipe out intrusive colonies or troublesome privateer bases.

The English Adventurer

Don't be shy about privateering against the Spanish. After building your reputation, fortune, and fleet, you can venture ashore and try your hand at plundering the smaller towns and cities. Opportunities abound for a man of boldness.

The French Huguenot

Your barque is a handy vessel for the Caribbean, and well-suited to privateering against Catholic Spain and its hated Inquisition. Tortuga and Petit Goave are ideal bases, deep in Spanish territory and only a short sail from the Florida Channel and its yearly treasure fleet.

The Dutch Privateer

You have a very powerful force, but there is a lack of Dutch bases for you to operate from. Therefore, cultivate friendship with the French and English (regardless of your government's official position), if possible. Can you duplicate Piet Heyn's feat of 1628 and capture the Spanish treasure fleet?

The Spanish Renegade

As in 1600, the life of a renegade is unenviable, but conditions are somewhat improved. The non-Spanish colonies are few, so it's wise to remain friendly with England, France and Holland.

War for Profit — 1640

Introduction

In Holland, Germany and France, the last great religious war of Europe (the Thirty Years War), begun in 1618, is degenerating into famine, plague and starvation across a landscape of ruins. England, having avoided previous European disasters, is on the brink of its own ruinous civil war that will result in a short but brutal military dictatorship by Oliver Cromwell and his Protestant armies. Of all the European nations, Spain is in the worst shape. Economic and political conditions in the homeland are so bad that provinces are revolting against the bankrupt and ineffective government.

Disasters in Europe breed new opportunities in the West Indies. Spain's colonies are at their military and economic nadir. Freebooters and privateers, trained in the many European conflicts, can pillage and plunder the helpless Spanish with ease, and with precious little interference from European governments. Non-Spanish colonies are growing everywhere, fueled by boatloads of refugees. While some of these immigrants settle into the plantation economy, others take to the buccaneering life. Meanwhile, the crafty Dutch are making a fortune by carrying the trade goods among these new colonies. Peaceful trading may not be as profitable as privateering, but it's a safer business.

Cities and Trade

Spanish Colonies

The richest Spanish cities remain the great capitals of the region: Panama, Cartagena, Havana, and Santiago. These continue to have wealthy economies and high prices. San Juan and Santo Domingo are prospering, but remain populated by old, aristocratic families with expensive tastes. Both cities are well fortified and garrisoned. All other Spanish cities are barely breaking even. Towns in the hinterlands are on the verge of disappearing under the tidal wave of immigration from England, France and Holland.

English Colonies

Barbados is the unofficial capital of the English West Indies. It is a trader's dream. European goods are freely available, sugar sells for premium prices, and the local merchants are wealthy and well-stocked. The colonies on St. Kitts and Nevis are economically strong and well-populated, while Antigua, Montserrat, Bermuda, and Eleuthera are newer, smaller colonies with little population, low prices, and tiny warehouses.

French Colonies

Guadeloupe and Martinique are the major colonies in the Caribbee Islands (Lesser Antilles). However, all eyes are drawn to Tortuga, that well-fortified haven of privateers, buccaneers and outright pirates. Mainland Hispaniola French colonies are developing slowly at Petit Goave. French privateers still use anchorages in the Florida Keys to plunder Spaniards in the Florida Channel, as well to descend upon the north coast of Cuba.

Dutch Colonies

Curacao is the Dutch equivalent of Barbados. This large, rich, well-defended free port offers good prices for sugar and sells quantities of European goods in return. A second international free port is developing at St. Eustatius, while sleepy St. Martin is a placid home for sugar planters and other lubbers.

Prospects for Success

Opportunities abound and success awaits. Spain is almost always at war with somebody, and not uncommonly with everybody! Since Spanish military power is a joke, the opportunities for plunder are legion. After a rich cruise against the hapless Spanish, no voyage is complete without a wild party at Tortuga, Barbados, or Curacao.

The English Adventurer

As a privateer, everything is in your favor. A plethora of friendly English colonies are ready and willing to buy your plundered goods, while the taverns are brimming with sailors seeking a berth with a successful captain. Smiling governors will shake your hand and bestow promotions for your efforts. Isn't life grand?

The French Privateer

As with the English, privateering is a growth industry with great profits for the French. Tortuga is the ideal base for such activities, sitting between Santo Domingo, the great cities of Cuba, and the rich fleets passing outbound through the Florida Channel. Down a pleasant beam reach to the south lies the heartland of the Spanish Main and the usually friendly port of Curacao.

The Dutch Trader

Tired of war, many Dutchmen prefer the peaceful role of trading. The new and growing French and English colonies offer many opportunities to a savvy merchant. Trade routes between the large, rich colonies and the new, small ones yield easy profits. One can also trade with the poorer Spanish cities, which have cheap sugar and food that sells for premier prices on Curacao or Barbados. Of course, the lure of privateering for the English or French remains strong!

The Spanish Renegade

This is one of the two eras (the other is 1660) where the life of a renegade can be fairly pleasant. Turning traitor and attacking the Spanish is a rewarding occupation, war or no war.

The Buccaneer Heroes — 1660

This is the default era. It is highly recommended for new players.

Introduction

The military decline of the Spanish Empire continues when senile King Phillip IV is succeeded by the lax and inept regency for Charles (Carlos) II, who in 1665 becomes King at age four.

Although Spanish America is left without military protection, bureaucratic interference in its economic affairs also diminishes. This, combined with renewed output from the silver mines, starts an upswing in the Spanish-American economy.

England, France and Holland are now strong colonial powers. Jealous of Holland's commercial success, England begins economic war against Holland with the Navigation Act (1651) and the Staple Act (1663), legislating trade limits that would ruin the free-trade Dutch merchants. This causes three shooting wars within twenty years. Meanwhile, Louis XIV has finally taken control of France with the death of Cardinal Mazarin in 1661. The "Sun King's" aggressive foreign policy sparks almost constant warfare with England, Holland, and Spain. In short, Europe is in a dogfight of international intrigue and warfare, with enemies and allies changing as frequently as partners at a court dance.

In the Caribbean, governors face new threats from all directions. St. Eustatius changes hands ten times between 1664 and 1674. The home governments provide virtually no military forces, so the governors ask buccaneers, privateers and pirates to guard their colonies and carry the fight to the enemy. These sensible, profit-oriented warriors are often difficult to control.

Cities and Trade

Spanish Colonies

Panama, Havana, and Cartagena endure as the three greatest Spanish cities, rich, well-fortified, and well-garrisoned. Still sizeable but of declining importance are Santiago, Santo Domingo, and San Juan. The remaining Spanish towns are beginning to prosper again, but are so weak militarily that all are prey to buccaneers and pirates.

English Colonies

Barbados remains the greatest English colony, with St. Kitts close behind. Captured from Spain in 1655, Jamaica is the home of Port Royale, the new English buccaneer haven in the midst of the Spanish empire, only a short voyage downwind from the French colonies on Hispaniola.

French Colonies

In the Caribbee Islands (Lesser Antilles), Guadeloupe and Martinique are the main bastions of French power, while around western Hispaniola, Tortuga, Port-de-Paix, Petit Goave, and Leogane are buccaneering strongholds.

Dutch Colonies

Curacao remains the premier Dutch colony and one of the greatest free ports in the world. St. Eustatius almost surpasses it, but conquest and reconquest by numerous expeditions has damaged its economy.

Prospects for Success

This era is sometimes called the "Golden Age of Buccaneering." There's plenty of warfare to legalize your actions, and a plethora of rich Spanish and non-Spanish ports to either raid or use as bases, as you prefer. Because of her military weakness, Spain's ships and towns are popular targets for buccaneers and pirates of all nationalities.

The English Buccaneer

Port Royale makes an excellent base of operations, while Barbados is still the best place to dispose of large amounts of loot at very good prices. The main disadvantage of Port Royale is that recruiting a large crew often requires side-trips to the French buccaneer towns on Hispaniola, while a base in the Caribbees gives you access to many English ports for quick, easy recruiting.

The French Buccaneer

Privateer or pirate, it is wise to leave one or two nations alone, so you have potential trading partners in case an unexpected peace breaks out. You'll find recruiting especially easy in the vicinity of Hispaniola, with four separate French buccaneer ports within a short journey.

The Dutch Adventurer

Dutchmen of this period aren't shy about offering their services to other nations, and they are always looking for the main chance — any venture with profit, be it peaceful or warlike. Don't ignore the excellent prospects for peaceful trade. Above all, remember that Barbados and Curacao are the two richest ports in non-Spanish America, good for either trading or disposing of looted cargo.

The Spanish Renegade

Although a renegade's life is never easy, this era is a bright spot on a dark sea of danger. Privateering or piracy against Spain is, of course, the recommended course.

Pirates' Sunset — 1680

Introduction

Europe is as full as ever of tumult and warfare, rapidly shifting alliances, and strange political bedfellows. But the depredations of the buccaneers in the Americas have taught politicians and military men an important lesson: warriors who fight for profit can ruin the local economy. Meanwhile, nations have more powerful fleets and

armies, big enough so troops can be spared to protect important colonies in the West Indies.

All of this spells the doom of privateering and the buccaneers. Though Spain remains weak and indecisive, pirates disappear, chased from the seas by an English naval squadron based in Port Royale. Letters of Marque are harder and harder to get. Buccaneers of all nationalities flock to the French flag in 1684 when it offers Letters of Marque again.

Economically, this is an era of rising wealth and trade for all nations in the Caribbean. Although some piracy remains, the road to the future is one of peaceful trade and smuggling.

Cities and Trade

Spanish Colonies

Havana, Panama, Cartagena, and Santiago are still important cities, despite the raids and misfortunes of the last century. Caracas has risen to prominence as the main harbor serving inland Terra Firma (South America), while Santo Domingo and San Juan have slipped to the second rank, isolated among the growing French and English island wealth.

English Colonies

Port Royale, Barbados, and St. Kitts are the great English ports, with the other English Caribbees cities remaining sound and healthy trading posts. The Bahamas are the new colonial frontier. Nassau, for example, is a wide-open pirate haven. A small English colony has even sprung up at Belize in Honduras.

French Colonies

The French colonial empire has not changed its shape greatly in two decades. Guadeloupe and Martinique remain the twin economic capitals, now equal to the largest English ports. Tortuga is declining but the Hispaniolan towns of Port-de-Paix, Petit Goave, and Leogane are all thriving.

Dutch Colonies

As with the French empire, the shape of the Dutch dominions also is constant: Curacao is the great free port, and St. Eustatius is recovering from wartime disasters and trying to live on trade with the recalcitrant English nearby. St. Martin, the northerly satellite, continues to quietly expand its plantation economy.

Prospects for Success

Prospects in this era appear as good as the 1660s and 1670s. However pirate-hunting warships appear more frequently, while the non-Spanish ports are larger and better fortified. Indeed, the fairly equal distribution of strong and weak ports throughout the Caribbean means the prospects for trading are the best in fifty years. If you do pursue a bellicose path, take advantage of pirate amnesties when offered, so you are prepared for a sudden outbreak of peace.

The English Pirate

Well, mate, ye always wanted a life of piracy. Try it on for size now! Novices are encouraged to try a voyage or two in the 1660s first, to get the feel of privateering, before embarking on a career of high seas crime in this law-abiding era. Beware the navy pirate hunters!

The French Buccaneer

Privateering commissions are legally available still. Take advantage of them to raid the Spanish. Of course, it pays to beware of the Costa Garda pirate hunters.

The Dutch Adventurer

As a peace-loving free-trade Dutchman, you should think long on the advantages of trading and smuggling. Dutch ports are few, and although England and France have laws prohibiting trade with you, in reality the laws are ignored. Even the Spanish can be coaxed into trading more often than not. Of course, some of your compatriots make their reputation by sailing as privateers for France. In fact, two admirals of the French privateers in 1685 are Dutchmen!

The Spanish Costa Garda (Coast Guard)

Now that the English and French colonies are as rich as the Spanish, it's only appropriate that they taste some of their own medicine! The only difficulty is evading those French, English and Dutch warships that so inconveniently clutter up the seascape.

Gazetteer of Sailing Vessels

War Canoe

The native peoples of the Caribbean go to war in these heavy canoes. Equipped with a mast, the war canoe carries a single fore-and-aft rigged sail. The native canoe also is equipped with oars, allowing it to move directly into the wind.

Pinnace

Until the advent of the sloop, pinnaces were the primary small craft of the Caribbean. Like a sloop, a pinnace is very fast, very maneuverable, and has a shallow draft that permits sailing in shoal waters. The fore-and-aft rigged pinnace carries oars, allowing it to move directly into the wind.

Pinnaces have made extremely successful pirate craft in the Caribbean. Though small in size and unable to stand much pounding in battle, the pinnace's speed and maneuverability (particularly in light winds) allows them to sail rings around stronger opponents, and their shallow draft lets them sail into places where larger ships dare not follow.

Mail Runner

Mail runners are small, fast and maneuverable ships, built along the same general lines as the pinnace, but larger and better-armed. Like the pinnace, the mail runner has a shallow draft, permitting it to operate safely in shoal waters. The fore-and-aft rigged mail runner carries oars, allowing it to move directly into the wind.

Mail runners can be very credible pirate vessels in the right hands. They are often employed as pirate hunters.

Sloop

The sloop is a Dutch designed small, fore-and-aft-rigged vessel equipped with one or two square sails before the mast. This vessel becomes very popular in the Caribbean during the 1630s and 1640s. It is extremely fast and exceptionally maneuverable — better than almost any other ship in light winds. (In strong winds, though, a sloop can be considerably slower than a larger ship.) Under oars, the sloop can move directly into the wind. A sloop has a shallow draft, allowing it to sail over shoals with no risk.

Despite its modest size and cargo capacity, a sloop's maneuverability is so great that many buccaneers prefer it to larger, more powerful craft. Indeed, the English Royal Navy has built a number of sloops for its own use as pirate hunters.

The sloop of war and royal sloop are larger variations of this vessel.

Sloop of War

The sloop of war is a Dutch-designed fore-and-aft-rigged vessel equipped with one or two square sails before the mast. Essentially a slightly larger version of the sloop, the sloop of war is extremely fast and exceptionally maneuverable — better than almost any other ship in light winds. Under oars it can move directly into the wind. A sloop of war has a shallow draft, allowing it to sail over shoals with no risk.

Like its smaller cousin the sloop, the sloop of war makes an excellent pirate vessel. Many Royal navies deploy these vessels as escort ships and pirate hunters.

Royal Sloop

This is a larger and much tougher version of the sloop and the sloop of war. Like its smaller cousins, the royal sloop is fast and maneuverable, particularly in light winds. It too is equipped with oars, allowing some movement directly into the wind.

The royal sloop is a military upgrade of the standard sloop design. It is significantly larger and carries a heavier weight of broadside. The royal sloop makes an extremely powerful light pirate vessel. However, royal sloops are produced only for military use: if a pirate wants to get one, he'll have to take it from some navy.

Brigantine
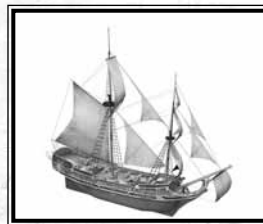
The brigantine is a two-masted vessel sporting a fore-and-aft mainsail and square-rigged foremast. The brigantine possesses some unique sailing qualities, and a skilled master can maneuver her with great ease and elegance. Brigantines are employed as merchant vessels and as warships.

The brigantine is smaller but very similar in design to the brig and brig of war.

Brig

The brig is a two-masted vessel sporting a fore-and-aft mainsail and square-rigged foremast. The brig possesses some unique sailing qualities, and a skilled master can maneuver her with great ease and elegance. Brigs are employed both as merchant vessels and warships.

The brig is a medium-sized ship with fairly potent gun and crew capacity. They "have teeth," as the expression goes, but they are often worth the effort it takes to capture them. Pirates have made many a successful cruise in captured brigs.

The brig is closely related to the smaller brigantine and to the larger brig of war.

Brig of War

The brig of war is a two-masted vessel sporting a fore-and-aft mainsail and square-rigged foremast. This rig gives the brig of war some unique sailing qualities, and a skilled master can maneuver her with great ease and elegance.

Brigs of war are fairly rare in the Caribbean. When they appear, they are employed almost exclusively as warships and pirate hunters. In that capacity they are extremely tough nuts to crack. A pirate strong enough to capture a brig of war would be a very powerful opponent indeed.

Coastal Barque

Coastal Barques are shallow-draft three-masted ships with one or more of the masts being fore-and-aft rigged. The fore-and-aft rigging makes these ships fast when sailing close-hauled, but slow when sailing large. Some smaller barques carry oars, allowing them to row straight into the wind. Coastal barques are related to the larger barques and ocean barques.

Being both slow and lightly armed, coastal barques do not make effective warships. They are not the first choice of pirates or pirate hunters.

Barque

Barques are shallow-draft three-masted ships with one or more of the masts being fore-and-aft rigged. The fore-and-aft rigging makes these ships fast when sailing close-hauled, but slow when sailing large.

The standard barque design has been around for a very long time, and is extremely popular in the usually tranquil waters of the Mediterranean and Caribbean. They are not good vessels in rough seas, and few dare to take them out into the stormy North Atlantic.

Barques are larger than their cousins, coastal barques, but smaller than ocean barques. They are slightly more powerful than the coastal barques, but are still not very popular as military or pirate vessels.

Ocean Barque

Barques are medium-sized three-masted ships. These fore-and-aft-rigged vessels are somewhat larger and more seaworthy than their cousins (barques and coastal barques), making them better suited for the dangerous Atlantic crossing.

Though fairly maneuverable, ocean barques are neither particularly fast nor powerful. They do not appear in any royal navies, and few pirates willingly set sail in them.

Fluyt
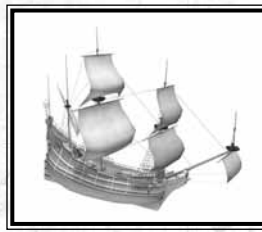
Fluyts were invented by the Dutch around 1600, then widely copied throughout northern Europe. Fluyts are cargo vessels specially designed to be cheap to operate and able to get in and out of poor anchorages. This vessel can be sailed with a tiny crew (12 to 15 men is not uncommon). Despite its large cargo capacity, the fluyt possesses a draft so shallow that it can enter rivers, coves and small harbors inaccessible to larger craft.

These slow and unmaneuverable vessels make poor warships and horrible pirate vessels (although lucrative pirate prey).

The large fluyt and West Indiaman are bigger versions of this ship.

Large Fluyt

Large fluyts were invented by the Dutch around 1600, then widely copied throughout northern Europe. These cargo vessels are specifically designed for cheap operations and to be able to get in and out of poor anchorages. The large fluyt can be sailed with a small crew.

Although it is somewhat better armed than its smaller cousin the fluyt, the large fluyt remains terribly slow and unmaneuverable. It too is entirely ill-equipped to be used as a warship or pirate vessel.

The large fluyt is similar in design to the West Indiaman ship.

West Indiaman

The West Indiaman is a variation of the large fluyt, designed specifically to survive the long and dangerous oceanic journeys to and from the Old World. The ships are particularly seaworthy, yet can be handled by a small (and thus inexpensive) crew.

Like the fluyt and large fluyt, West Indiamen are very slow and very unwieldy ships, lightly armed and entirely ill-suited for use as pirate or military craft.

Merchantman

Square-rigged merchantmen are well-designed and seaworthy vessels. They have large cargo capacity, can carry numerous guns, and have plenty of room for crew and passengers. Furthermore, they can be sailed with a smallish crew to save money.

Often not carrying enough crew to man all guns, most merchantmen are extremely disinclined to fight: when facing pirates they almost always seek to run away. Beware, however: some merchantmen have been converted to pirate ships, with stronger armament and sailed by a ferocious crew of cutthroats. These ships are extremely dangerous.

The large merchantman and East Indiaman are larger variations of this design.

Large Merchantman

Large merchantmen are ocean-going vessels. They have large cargo capacity, can carry numerous guns, and have plenty of room for crew and passengers. Furthermore, they can be sailed with a smallish crew to save money.

The large merchantman's hull structure allows the vessel to carry significant cargo and fairly heavy firepower. Though designed primarily as cargo ships, large merchantmen have been converted into privateer or military vessels with great success

The merchantman and East Indiaman are variations of this design.

East Indiaman

These large, square-rigged vessels are well-adapted to "blue-water" sailing (crossing the oceans of the world). Though relatively slow and unmaneuverable, they carry enormous amounts of cargo and may be manned by a very small crew (thus increasing the owners' fat profits — and the profits of plundering pirates).

East Indiamen can carry large numbers of cannon, especially when they are carrying very valuable cargo. Royal navies have been known to provide military training for the crew of these ships, making them extremely dangerous opponents.

Merchantmen and large merchantmen are smaller but similar in design to East Indiamen.

Frigate

Square-rigged frigates are excellent ships of war, fairly handy to maneuver and faster than most square-rigged ships when close-hauled. A frigate is extraordinarily useful for patrols and independent cruises. Almost all frigates are built for the Crown as naval warships. With their well-drilled and professional crews, frigates are dangerous opponents at any time. Most pirates and buccaneers disappear over the horizon whenever a frigate approaches.

Capturing a frigate is an extraordinary coup for any pirate, as is capturing one of its larger cousins, the large frigate or ship of the line.

Large Frigate

These square-rigged vessels are excellent ships of war, fairly handy to maneuver and faster than most square-rigged ships when close-hauled. They are equipped with a large number of cannon and typically crewed by excellent sailors. In general, large frigates are too valuable to be assigned to standard patrol duty or to pirate hunting. If a large frigate is in the area, chances are that it has some kind of very important mission.

It is nearly impossible for a pirate to capture a large frigate, but anyone who did so would quickly become famous throughout the Caribbean.

The large frigate is similar in design to the frigate. The ship of the line is a much larger version of this vessel.

Ship of the Line

Ships of the line are extremely powerful warships. Equipped with large, powerful hulls, room to mount many cannon, and usually crewed with more than enough men to fire them all, ships of the line are more than a match for any other ship afloat. These square-rigged ships are extremely expensive to build and man, and only national governments have the wherewithal to afford them. Private ownership of a ship of the line is virtually unknown.

These powerful ships will rarely make an appearance in the Caribbean, but when they do, sensible buccaneers steer clear. If a crafty pirate somehow manages to acquire a ship of the line, he can expect that the nation he stole it from will spare no expense in getting it back — by whatever means necessary.

Trade Galleon

Trade galleons are large merchant vessels used extensively by the Spanish in the Caribbean. These ships are designed for stability and reliability and are well-suited for the long and dangerous voyages across the North Atlantic Ocean. However, seaworthiness has been achieved at the expense of maneuverability: galleons are slow to turn and especially slow when sailing close-hauled. Tacking into the wind is very difficult for this type of ship.

Though these vessels can carry a large number of cannon and crew, their poor agility makes them vulnerable to attack by a fast and maneuverable opponent — as long as the opponent manages to keep out of the way of the galleon's broadsides.

The basic galleon design has been modified extensively over time, and there are a number of common variations, including the royal galleon and treasure galleon.

Royal Galleon

Able to carry 50 additional crew and 12 extra cannon, the square-rigged royal galleon is a larger and much more powerful version of the trade galleon. However, like its smaller cousin, the royal galleon is designed primarily for stability and reliability, and it does not make a particularly effective warship. But when properly manned and armed, the royal galleon can prove to be a surprisingly tough opponent.

Still, the Spanish government often sends military escorts with royal galleons when they are carrying valuable cargo. The trade galleon and treasure galleon are built along similar lines to this vessel.

Treasure Galleon

Treasure galleons are large merchant vessels, virtually the largest to appear in the Caribbean. Often used by the Spanish to carry silver and gold from the Caribbean to the Old World, treasure galleons are the most sought-after prizes on all the world's seas. To defend themselves the ships usually boast a large and well-trained crew along with plenty of cannon. Even so, each of these ships can carry a significant portion of the Spanish government's yearly budget, and as such they rarely leave port without an escort of powerful warships.

Capturing a well-armed and escorted treasure galleon is extremely difficult for any but the most cunning and powerful warrior. The royal and trade galleons are of similar design to the treasure galleon.

Fast Galleon

This is a revision of the basic galleon ship design, featuring a reduced upper-works and an updated sail plan, resulting in a somewhat smaller vessel that is faster in light winds and considerably more maneuverable than the original model.

Despite these changes the fast galleon still suffers the disadvantage of all galleon-types: poor speed when close-hauled. Still, a fast galleon in the hands of a competent and determined captain can be very dangerous indeed. Other related ships include the war galleon and flag galleon.

War Galleon

War galleons are quite similar in design to their more peaceful cousins the fast galleons. However, these vessels are have been modified to carry more guns and crewmen. Most war galleons are military vessels, and their crews and officers well-trained in the art of war.

War galleons are almost solely used by the Spanish. In general, the commanders seek to bring their ships alongside the enemy, give him one thundering broadside, then board the opposition in the smoke. The fast galleon and flag galleons are similarly designed vessels.

Flag Galleon

These are the most powerful warships in the Spanish fleet. Featuring highly trained, motivated crew and heavy armaments, flag galleons are a match for any other vessel afloat (excepting possibly the mighty ship of the line). Flag galleons are often employed as escorts for the treasure fleet. When not thus occupied, they lead attacks against enemy cities and ships throughout the Caribbean.

Like their smaller cousins the war galleons, flag galleons are not designed to exchange long-range cannon-fire with their opponents. They are equipped with huge and well-trained crew, and the commanders are taught to range alongside the enemy, give them one terrible broadside, and then board them in the confusion and smoke. The war galleon and fast galleon are smaller and lighter versions of the same general design.

Ship Statistics

Ship Type	Size	Turning Radius	Classification	Min. Crew	Max. Crew	Max. Cannon	Max. Cargo	Speed	Best Point of Sailing
Tartane	Small	Very Tight	Merchant	6	50	8	20	Very Fast	BBR
Pinnace	Small	Very Tight	Merchant	6	60	10	25	Very Fast	BBR
Mail Runner	Small	Very Tight	Warship	6	80	12	30	Very Fast	BBR
Sloop	Small	Tight	Warship	8	75	12	40	Fast	BBR, BR
Sloop of War	Small	Tight	Warship	8	100	16	50	Fast	BBR, BR
Royal Sloop	Small	Tight	Warship	8	125	20	60	Fast	BBR, BR
Brigantine	Medium	Tight	Warship	12	125	20	60	Medium	BBR, BR, RBR, RIW
Brig	Medium	Tight	Warship	12	150	24	70	Medium	BBR, BR, RBR, RIW
Brig of War	Medium	Tight	Warship	12	200	32	80	Medium	BBR, BR, RBR, RIW
Coastal Barque	Medium	Tight	Merchant	10	75	12	60	Slow	BBR, BR
Barque	Medium	Tight	Merchant	10	100	16	70	Slow	BBR, BR
Ocean Barque	Medium	Tight	Merchant	10	125	16	80	Slow	BBR, BR
Fluyt	Medium	Wide	Merchant	12	50	8	80	Very Slow	RBR, RBW
Large Fluyt	Medium	Wide	Merchant	12	75	12	100	Very Slow	RBR, RBW
West Indiaman	Medium	Very Wide	Merchant	12	100	16	120	Very Slow	RBR, RBW
Merchantman	Large	Very Wide	Merchant	16	125	16	100	Slow	BR, RBR, RBW
Large Merchantman	Large	Very Wide	Merchant	16	125	20	120	Slow	BR, RBR, RBW
East Indiaman	Large	Very Wide	Merchant	16	150	20	140	Slow	BR, RBR, RBW
Frigate	Large	Wide	Warship	16	200	32	80	Fast	BR, RBR, RBW
Large Frigate	Large	Wide	Warship	16	250	40	90	Fast	BR, RBR, RBW
Ship of the Line	Large	Wide	Warship	16	300	48	100	Fast	BR, RBR, RBW
Fast Galleon	Large	Wide	Warship	16	160	24	80	Slow	BR, RBR, RBW
War Galleon	Large	Wide	Warship	16	200	32	90	Slow	BR, RBR, RBW
Flag Galleon	Large	Wide	Warship	16	250	40	100	Slow	BR, RBR, RBW
Trade Galleon	Large	Very Wide	Merchant	16	100	20	120	Very Slow	RBR, RBW
Royal Galleon	Large	Very Wide	Merchant	16	150	32	130	Very Slow	RBR, RBW
Treasure Galleon	Large	Very Wide	Merchant	16	200	40	140	Very Slow	RBR, RBW

Best Point of Sailing Abbreviations

BR = Broad Reach

BBR = Broad Beam Reach

RBR = Running Broad Reach

RIW = Running Into the Wind

RBW = Running Before the Wind

Ship Upgrades

Copper Plating

The bottom of the ship is clad in copper plate, which slows the growth of weeds and barnacles — twin pests which, if left unchecked, degrade a ship's maneuverability. This enhancement allows a ship to turn more quickly.

Cotton Sails

The ship's standard sails are replaced with sails made of the finest cotton, woven by the master craftsmen of far-off India. This enhancement allows a ship to sail faster.

Triple Hammocks

A ship's crew usually sleeps in hammocks strung two high. In this upgrade the lower deck's ceiling is raised slightly, allowing hammocks to be strung three high. This enhancement allows a ship to carry more crew.

Iron Scantlings

The braces holding the ship's hull together have been greatly strengthened. This enhancement allows a ship to resist hull damage.

Fine-Grain Powder

This is high-quality black powder, stored in sacks in watertight casks. This enhancement increases the range of your cannon.

Bronze Cannon

Most ships carry iron cannon. Bronze cannon are more accurate than iron cannon, but also much more expensive. This upgrade increases the accuracy of your cannon-fire.

Round Shot

This is the standard cannon ammunition type, not an upgrade. It is designed to damage the enemy's hull and cannon.

Chain Shot
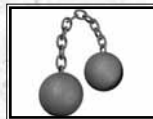
This cannon ammunition-type is designed to damage enemy sails. It has shorter range than standard round shot.

Grape Shot
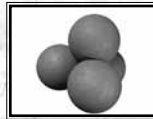
This cannon ammunition-type is designed to knock out enemy crew. It has shorter range than standard round shot.

Roster of Crew Specialists

Carpenter

A carpenter is a crew specialist who can make hull repairs while the fleet is still at sea. When shot "between wind and water," as the saying goes, a competent carpenter can make the difference between life and death for a ship.

Sailmaker

A sailmaker is a crew specialist who can make sail repairs while the fleet is still at sea. This is particularly useful when the fleet is being chased by a large portion of the Spanish navy, for example.

Cooper

A cooper is a crew specialist who preserves the ship's food in sturdy barrels. This reduces spoilage and allows the crew to travel farther on less food.

Gunner
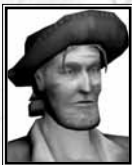
A ship's gunner trains the crew to fire broadsides more rapidly. A very competent gunner can double a ship's rate of fire.

Surgeon

Ships lacking a surgeon must rely on the ship's carpenter or butcher to take care of injured sailors. A ship's surgeon can heal crewmen wounded in battle.

Navigator

The navigator helps increase fleet speed at all points of sailing.

Quartermaster

The ship's quartermaster enforces discipline at sea. A well-disciplined crew is less likely to desert or mutiny.

Cook

The ship's cook prepares tasty meals at sea. This helps keep up the crew's morale.

Catalog of Commodities

Gold

In the seventeenth century Caribbean, there's none of that lubberly paper money around: coins of gold and silver are the only legitimate units of exchange. Each nation issues its own coinage, but the most numerous and popular coins around are the Spanish gold doubloons and silver pieces of eight.

Incidentally, pieces of eight are large silver coins worth eight "Reals" — the Spanish currency of the day. They are called "pieces of eight" because they are designed to be broken into eight smaller pieces, each worth a single Real.

Food

There is a large variety of food available in the Caribbean — meats, poultry, fish, vegetables and fruits. Food carried as cargo aboard ship is likely to be stuff that can be stored for a long time without spoiling — smoked pork or beef, rice or flour, or dried fruits and vegetables.

Luxuries

"Luxuries" are items that are not required for survival, but make life more pleasant. In the Caribbean, tea from India would be a huge luxury. So would an oil painting, a silk-lined pelisse, or a jar of strawberry preserves. In general, all luxuries are imported from Europe, as Caribbean cities in this time are too poor to be able to support unessential industries.

Goods

This is short for "manufactured goods." At this point in time, most manufactured goods in the Caribbean are imported from Europe, though some are created in the larger cities. Examples of common goods: nails, carpentry tools, window panes, leather boots, fish-hooks, lanterns, tea cups, bridles, pistols, pots, pans, and so forth.

Spice

In the seventeenth century, refrigeration does not exist. Once food is harvested, plucked, fished, or slaughtered, it begins to spoil almost immediately. Spices such as salt, pepper, ginger, and so forth have two important functions: first, they help to preserve food and retard spoilage, and second, they hide the taste of food that might have begun to spoil already.

Sugar
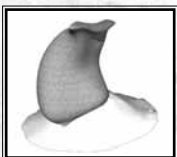
During this period, most sugar comes from large sugar cane plantations on islands throughout the Caribbean. The work of cultivating the sugar cane and then extracting pure sugar is hard and brutal; most of the workers are enslaved natives or Africans or imprisoned white Europeans.

Special Items

There are several categories of special items. Each category has a basic special item and an improved version. Improved items are better than basic items. You can only have one item from a category; if you possess a basic item and then acquire the improved version, the basic item goes away.

Depending upon the difficulty of the game, you may lose one or more special items when you are captured or marooned, or when you divide the plunder.

You can check the Personal Status screen to find out which items you own.

Swords

Balanced Sword
This master-crafted weapon attacks with lightning speed!

Perfectly Balanced Rapier
This is the lightest and fastest sword available.

Pistols

One-Shot Pistol
This new-fangled weapon is useful during close combat.

Brace of Pistols
Two or more pistols fired at close range can really ruin the day of your dueling opponent!

Armor

Leather Vest
This rugged garment provides some protection during sword fighting.

Metal Cuirass
This chest armor may blunt even the most severe sword thrust.

Fencing Shirts

Puffy Fencing Shirt
This light, loose-fitting shirt allows you to make quicker dueling moves.

Silk Fencing Shirt
The silk fencing shirt is so light, it's like wearing nothing at all.

Spyglasses

Quality Spyglass
This fine instrument improves visibility on the high seas.

Fine Telescope
This precision instrument allows you to see your enemies a long way away — hopefully long before they see you.

Rutter

A "rutter" is a navigation book.

Dutch Rutter
The Dutch rutter reveals the location of some hidden settlements.

Spanish Rutter
The Spanish rutter reveals the location of many hidden settlements.

Weather Instruments

Weather Glass
This instrument aids sailing near storms and hurricanes.

Precision Barometer
This delicate instrument allows you to skirt the edges of dangerous storms with little risk.

Musical Instruments

Three-Stringed Fiddle
This primitive instrument improves crew morale on long voyages.

Concertina
This is an early relative of the accordion. A crew will retain morale on very long voyages if kept entertained by concertina music.

Disguises

False Mustache
This will help you to trade with merchants in some enemy cities.

Theatrical Disguise
Put on a false beard, a fake nose and a different-colored wig, and you'll be able to trade with even the most suspicious merchant!

Medicines

Medicinal Herbs
This will help to heal your wounds.

Incan Mystic Salve
This goop can heal all but the most injured of men.

Native Artifacts

Shrunken Head
This strange item will impress the native Indian leaders.

Carved Shaman Stick
This intricately carved and jewel-encrusted shaman stick will really impress the Indian leaders.

Religious Items

Golden Cross
Possession of this item will improve your relations with Jesuit missionaries.

Sacred Relic
This is a religious artifact of some significance — a piece of the True Cross, perhaps, or the finger-bone of St. Anthony of Padua (who is the patron saint protecting against shipwrecks). The Jesuits are especially friendly to men who carry sacred relics.

Jewelry

Ruby Ring
This will help win the heart of a governor's daughter.

Diamond Necklace
This will win the heart of even the haughtiest of governors' daughters.

Dancing Shoes

Calfskin Boots
These fancy items will improve your dancing skills.

Dancing Slippers
Dancing slippers really improve one's footwork on the ballroom floor.

Stylish Headgear

French Chapeau
This classy garment guarantees a lady's attention.

Ostrich Feather Hat
Ostrich feathers are all the rage these days; wearing one in your hat will guarantee you an invitation to even most exclusive of events.

Lockpicking Items

Lockpicking Kit
This will help you escape from captivity.

Skeleton Key
A skeleton key allows you to more quickly escape from virtually any prison.

Signaling Devices

Signaling Mirror
This will signal passing ships, which can be very helpful when one is marooned on a desert island.

Signal Flare
This will signal passing ships at very long range.

Ports of Call

Antigua

Original Nationality: English

Location: 21 degrees N, 62 degrees W

Description: Colonized in the 1640s, this island is a small, pleasant backwater with a classic plantation economy. In the eighteenth century it will become one of the two great British Royal Navy bases in the Caribbean.

Trade Notes: Antigua often has decently priced goods for sale.

Barbados

Original Nationality: English

Location: 18 degrees N, 59 degrees W

Description: Founded in the 1620s, Barbados is the first major English colony in the Caribbean. Barbados is the economic capital of the Caribbee Islands (Lesser Antilles) throughout the middle and later parts of the seventeenth century.

Trade Notes: Caribbean traders will often find an excellent market for spice here.

Campeche

Original Nationality: Spanish

Location: 23 degrees N, 90 degrees W

Description: A well-established "old" Spanish city with aristocratic tastes, Campeche is an important port serving the inland provinces of southern New Spain and Yucatan.

Trade Notes: Sugar often fetches a good price here.

Caracas

Original Nationality: Spanish

Location: 16 degrees N, 66 degrees W

Description: This city rises to prominence at the end of the sixteenth century. It is the main port for inland farms and plantations in the province of Caracos, and home of many rich Spanish families with expensive tastes.

Trade Notes: Sugar is often quite plentiful here.

Cartagena

Original Nationality: Spanish

Location: 16 degrees N, 75 degrees W

Description: This is the largest port city on the Spanish Main, protected by a supposedly impregnable fortress. The Treasure Fleet winters here before its return voyage via Havana and the Florida Channel. Cartagena has a powerful garrison of troops and a thriving economy with little need for illegal trade.

Trade Notes: The merchants usually will deal only with reputable Spanish traders.

Coro

Original Nationality: Spanish

Location: 17 degrees N, 70 degrees W

Description: This small city on the east side of the Gulf of Venezuela thrives in the sixteenth century, but later on is overshadowed by the new ports to the east.

Trade Notes: Coro often has goods for sale.

Cumana

Original Nationality: Spanish

Location: 16 degrees N, 64 degrees W

Description: With a strong fortress and good harbor, Cumana forms the eastern anchor of the Spanish Main.

Trade Notes: As the main port city for the province of New Andalusia, Cumana is often in need of goods. Despite its size and power, Cumana has been known to allow smuggling from time to time.

Curacao

Original Nationality: Dutch

Location: 17 degrees N, 69 degrees W

Description: Despite rigorous attempts by the Spanish government to suppress or destroy this Dutch island town, Curacao is one of the great free ports of the Caribbean. Dutch merchants bring smuggled Spanish produce here, which they exchange for European products to be smuggled back to the Spanish.

Trade Notes: The wealthy merchants of Curacao are usually looking for spices and sugar to transport back to Europe.

Eleuthera

Original Nationality: English

Location: 26 degrees N, 76 degrees W

Description: Starting its existence as a primitive anchorage for privateers, Eleuthera eventually becomes an English colony. Even then it never really thrives, remaining a backwater haven for pirates, privateers and other riff-raff.

Trade Notes: Eleutheran merchants are always in the market for luxuries, though they sometimes don't have much cash on hand with which to make the purchase.

Florida Keys

Original Nationality: French

Location: 26 degrees N, 81 degrees W

Description: This port represents the many primitive transitory pirate anchorages to be found among this chain of tiny islands and reefs. No permanent colonies are found here — it is far too close to powerful Spanish Havana.

Trade Notes: The local merchants are usually broke and have little to sell.

Gibraltar

Original Nationality: Spanish

Location: 15 degrees N, 71 degrees W

Description: Gibraltar is a modest-sized port serving the inland farms and plantations of Caracos province. Repeatedly pillaged by French and English pirates, the city is virtually destroyed by the 1680s.

Trade Notes: Gibraltar merchants usually offer moderate prices for luxuries. They often have plenty of food for sale at average prices.

Gran Granada

Original Nationality: Spanish

Location: 17 degrees N, 86 degrees W

Description: Situated on the shores of Lake Nicaragua, this is the largest and wealthiest city of the Honduran provinces.

Trade Notes: Smuggling usually is not tolerated here.

Grand Bahama

Original Nationality: English

Location: 28 degrees N, 79 degrees W

Description: This primitive port in the northern Bahamas begins its existence as a privateering anchorage. It does not become an English colony until the very end of the era.

Trade Notes: Food sometimes is available here. Typically the local merchants have no money to purchase anything.

Guadeloupe

Original Nationality: French

Location: 20 degrees N, 61 degrees W

Description: Colonized by the French, by the 1640s Guadeloupe becomes an economically viable port. Guadeloupe and its sister city Martinique rapidly become the cornerstones of French power in the eastern Caribbean. The French government greatly strengthens the city's fortress and garrison in the 1660s.

Trade Notes: Merchants in this modest port are often looking to purchase goods.

Havana

Original Nationality: Spanish

Location: 25 degrees N, 82 degrees W

Description: One of the old cities of Cuba, Havana provides protection for the Treasure Fleet as it prepares for the dangerous journey up the Florida coast, across the Atlantic and back to Spain. Havana is a rich town, very heavily garrisoned and fortified. Prices are extremely high, and all mercantile activity is done in strict accordance to Spanish law.

Trade Notes: This port is highly regulated, and merchants will deal only with reputable Spanish traders.

Leogane

Original Nationality: French

Location: 22 degrees N, 73 degrees W

Description: One of the new French buccaneer ports of the 1660s, Leogane serves the unofficial but rapidly growing French presence in western Hispaniola.

Trade Notes: Local merchants usually don't have much to sell, and they're usually too poor to buy anything, either.

Maracaibo

Original Nationality: Spanish

Location: 16 degrees N, 72 degrees W

Description: This is the chief port on the Gulf of Venezuela. Maracaibo sits at the neck of Lake Maracaibo. It has more than its share of aristocratic families with expensive tastes in European luxury goods.

Trade Notes: There's usually a market for luxuries and goods here — if the local merchants will deign to trade with you.

Margarita

Original Nationality: Spanish

Location: 17 degrees N, 63 degrees W

Description: In the early part of the sixteenth century Margarita was one of the richest pearl fisheries in the world. However by the seventeenth century the pearl beds were depleted and Margarita has since sunk into poverty and decline.

Trade Notes: This town is too small and too poor to hold much interest for a trader.

Martinique

Original Nationality: French

Location: 19 degrees N, 61 degrees W

Description: Though first colonized somewhat earlier, this French port becomes economically viable in the 1640s. Martinique and its sister city, Guadeloupe, are cornerstones of French power in the eastern Caribbean. The French government greatly strengthens both cities' fortresses and garrisons in the 1660s.

Trade Notes: Merchants from this town often have a lot of sugar for sale.

Montserrat

Original Nationality: English

Location: 21 degrees N, 62 degrees W

Description: Founded around 1640, this English colony consists primarily of small plantations run by "gentlemen farmers" (the non-inheriting second and third sons of the English nobility). There is nothing much of note here.

Trade Notes: When available, food is usually pretty inexpensive.

Nassau

Original Nationality: English

Location: 26 degrees N, 77 degrees W

Description: This Bahaman island port appears in the mid-sixteenth century as a pirate haven. It is eventually captured by the English, and in the 1680s is designated a formal English colony. English attempts to civilize the place are less than successful, however, and the port remains a loud, squalid town full of evil men.

Trade Notes: Nassau is too poor and too small to be of much interest.

Nevis

Original Nationality: English

Location: 21 degrees N, 63 degrees W

Description: This island and its nearby neighbor, St. Kitts, are both colonized during the 1620s. While St. Kitts eventually becomes a port of some importance, Nevis remains a bucolic, agricultural backwater.

Trade Notes: Food is often plentiful here.

Nombre de Dios

Original Nationality: Spanish

Location: 15 degrees N, 79 degrees W

Description: This town serves as the Caribbean port for Panama and Peru throughout the sixteenth century. However, Nombre de Dios is sited in an unhealthy swamp, is almost impossible to fortify, and is plundered mercilessly by English sea hawks. By century's end, the unfortunate city is finally abandoned in favor of a new and far healthier and defensible port, Puerto Bello.

Trade Notes: Merchants here will usually trade only with reputable Spanish sailors.

Panama

Original Nationality: Spanish

Location: 15 degrees N, 80 degrees W

Description: Panama is a large, rich city on the Pacific Ocean and a crucially important link in the Spanish trade empire. All silver and goods from western South America travel up the coast to Panama, and are then carried by mule train over to a Caribbean port (Nombre de Dios in the sixteenth century, Puerto Bello in the seventeenth). This very wealthy city is periodically attacked by French and English pirates and privateers, occasionally with great success.

Trade Notes: Panama is very highly regulated. Its merchants will trade only with reputable Spanish sailors.

Petit Goave

Original Nationality: French

Location: 22 degrees N, 73 degrees W

Description: Originally settled by buccaneers and French Huguenots, by 1620 Petit Goave has become an important trading post in Western Hispaniola. As the port becomes wealthier, planters and plantation lords begin to push out the buccaneers, and by the seventeenth century the rude frontier settlement has become a civilized colonial port.

Trade Notes: Merchants in this town offer competitive prices for goods.

Port-de-Paix

Original Nationality: French

Location: 23 degrees N, 73 degrees W

Description: This later French Huguenot settlement becomes a significant port in the 1660s, and by the 1680s Port-de-Paix is the informal capital of the French colonies in Western Hispaniola.

Trade Notes: Merchants in this prosperous town are often in the market for goods.

Port Royale

Original Nationality: English

Location: 21 degrees N, 77 degrees W

Description: By 1660, just five years after the English capture Jamaica from Spain, Port Royale has become a booming buccaneer town, and it quickly gains the reputation for being one of the most corrupt and debauched places in the entire Caribbean. Port Royale is almost totally wiped out by an earthquake at the end of the century: most everybody believes it is an act of Divine Justice.

Trade Notes: Port Royale is a haven for English merchants smuggling to and from the Spanish Main. Quantities and prices of all trade items can fluctuate dramatically.

Puerto Cabello

Original Nationality: Spanish

Location: 16 degrees N, 68 degrees W

Description: This secondary port along the Spanish Main is a city of note through the 1620s. However Caracas and the new Dutch port at Curacao take most of its business as the century progresses.

Trade Notes: There is little of interest to a trader in this small and poor city.

Puerto Principe

Original Nationality: Spanish

Location: 24 degrees N, 78 degrees W

Description: This was one of the first cities founded on Cuba. Located deep inland, Puerto Principe is a wealthy city surrounded by cattle ranches. It suffers from occasional Indian and buccaneer attacks.

Trade Notes: Luxuries and goods often find a ready market in this inland town.

Puerto Bello

Original Nationality: Spanish

Location: 15 degrees N, 80 degrees W

Description: By 1600 this city has replaced pestilential Nombre de Dios as home of the Viceroyalty of Peru and as the Caribbean terminus for Panama. Each year, when the Treasure Fleet arrives to pick up the Peruvian silver, Puerto Bello becomes a rich boomtown. Weeks later, when the fleet departs for Cartagena, this town lapses into malarial somnolence once more.

Trade Notes: Merchants in this important Spanish city are often very reluctant to trade with foreigners.

Rio de la Hacha

Original Nationality: Spanish

Location: 17 degrees N, 73 degrees W

Description: This is one of the two major ports serving the Colombian highlands (Santa Marta is the other).

Trade Notes: Rio de la Hacha often has spice and sugar available in quantity.

San Juan

Original Nationality: Spanish

Location: 22 degrees N, 66 degrees W

Description: This is the great port city of Puerto Rico, and one of the most powerfully fortified of all cities in Spanish America. San Juan was settled early and it remains a bastion of old Spanish aristocracy. Ultimately, it becomes a base for Costa Garda raids on the Caribbees.

Trade Notes: Prices for all goods except food are high, and most times Spanish law is vigorously enforced.

Santa Catalina

Original Nationality: Spanish

Location: 18 degrees N, 82 degrees W

Description: When Spaniards take Providence Island from the English in the 1640s, they rename it Santa Catalina. Though they do not bother to colonize the isolated rock, they maintain a garrison on Santa Catalina to prevent it from falling into English hands once more.

Trade Notes: There's little to buy or sell at this garrison town.

Santo Domingo

Original Nationality: Spanish

Location: 22 degrees N, 70 degrees W

Description: This is the great capital city of Hispaniola, one of the largest and oldest settlements in the entire American Empire of Spain. In the seventeenth century its power and importance are fading, but the Spanish aristocrats and ranchers in the city remain vigorous enough to defeat a major English invasion in 1655. (The disappointed English invade and conquer Jamaica instead.)

Trade Notes: This moderately wealthy town often will pay good prices for luxuries.

Santa Marta

Original Nationality: Spanish

Location: 17 degrees N, 74 degrees W

Description: Along with Rio de la Hacha, this is the other principal port serving the Colombian highlands.

Trade Notes: Large farmsteads nearby mean this city often has low food prices.

Santiago

Original Nationality: Spanish

Location: 23 degrees N, 76 degrees W

Description: Santiago is the original capital of Cuba, and it remains a large, strong city until very late in the era.

Trade Notes: Like all the great Spanish cities, prices are high and Spanish trade law is vigorously enforced.

St. Augustine

Original Nationality: Spanish

Location: 30 degrees N, 81 degrees W

Description: Originally a French colony, in 1565 Spain captures St. Augustine, massacring the Frenchmen and establishing their own fortress and garrison in its place. Though the city is repeatedly attacked and pillaged by British pirates and privateers, Spain retains control of St. Augustine until well into the eighteenth century.

Trade Notes: There's usually little for sale here, and the locals are too poor to buy much, either.

St. Eustatius

Original Nationality: Dutch

Location: 21 degrees N, 63 degrees W

Description: Settled in the 1640s by the Dutch, this island becomes one of the great free trade ports in the Eastern Caribbean. Unfortunately, the Dutch do not garrison or fortify St. Eustatius sufficiently, and it is repeatedly attacked by its greedy French and English neighbors. The unending political and military turmoil badly damage the port's economy.

Trade Notes: Merchants of St. Eustatius usually offer high prices for goods and luxuries.

St. Kitts

Original Nationality: English

Location: 21 degrees N, 63 degrees W

Description: This settlement is first colonized in the 1620s by Frenchmen and Englishmen. The French rule the colony in the early days, and the port is then known as "St. Christophe." Eventually, the English gain dominance and anglicize the settlement's name to "St. Kitts." Trade expands greatly, and the port thrives under English rule.

Trade Notes: Spice often fetches a good price in St. Kitts.

St. Martin

Original Nationality: Dutch

Location: 22 degrees N, 63 degrees W

Description: This island is colonized by the Dutch in the 1640s. It remains a quiet, peaceful plantation island for the remainder of the seventeenth century.

Trade Notes: Sugar is often plentiful at this port.

Tortuga

Original Nationality: Buccaneer/French

Location: 23 degrees N, 73 degrees W

Description: First settled in the 1620s by French buccaneers and Huguenots, Tortuga rapidly becomes a haven for pirates and privateers preying on the heavily trafficked Windward Passage. The settlement is blessed with extremely strong natural and man-made defenses, and despite repeated Spanish attack it continues to grow and prosper throughout the 1650s and 1660s. Though nominally under French control, Tortuga remains a buccaneer town, with all of the corruption and naughtiness that title suggests.

Trade Notes: Prices and quantities for trade items fluctuate wildly in Tortuga.

Trinidad

Original Nationality: Spanish

Location: 16 degrees N, 61 degrees W

Description: Though a Spanish possession, Trinidad is virtually ignored by Spain and for much of the century remains a small, isolated colony on the verge of extinction. Trinidad enjoys brief notoriety (and wealth) as a haven for smugglers in the early 1600s.

Trade Notes: Prices and quantities of most trade goods are quite low in this poor, backwater town, but the merchants are usually willing to trade with just about anyone.

Vera Cruz

Original Nationality: Spanish

Location: 23 degrees N, 96 degrees W

Description: This sleepy and unhealthy city is the main port for the great inland Viceroyalty of New Spain (Mexico). Once a year, when the Treasure Fleet arrives, Vera Cruz becomes a rich boomtown.

Trade Notes: This isolated town often offers high prices for luxuries and goods. However, a non-Spanish trader may have difficulty finding anyone to trade with.

Villa Hermosa

Original Nationality: Spanish

Location: 22 degrees N, 93 degrees W

Description: This inland city is the capital of Tobasco province, a wealthy region of New Spain (Mexico).

Trade Notes: Food is often plentiful and reasonably priced here.

Top Ten Pirates

Following are biographies of the top ten pirates in the game. There are only nine top ten pirates: you are the tenth!

Blackbeard

Born Edward Drummond in England in 1680, the pirate known as "Blackbeard" operated off of the North American East Coast from approximately 1714-1718. Noted as much for his outlandish getup as for his piratical successes, in combat Blackbeard stuck burning slow-match (a slow-burning fuse used to fire cannon) under his hat: with his face wreathed in smoke and flame, he was said to resemble a fiend from hell.

Blackbeard met his end at the hands of an English fleet sent out to capture him. After an extremely bloody boarding action, the commanding English officer examined Blackbeard's body and found that he had taken five bullet wounds and twenty cutlass blows before finally succumbing to death.

William Kidd

In 1695 Captain William Kidd commanded a privateering venture in the Red Sea, where he was to attack French shipping operating in those waters. Unfortunately, most of the French shipping had already been destroyed by other privateers before he arrived. To keep his rambunctious crew from mutinying and probably killing him, Kidd began attacking other, less legitimate targets.

On January 30th of 1698, Kidd captured the *Quedah Merchant*. Owned by Armenians and flying the French flag, the *Merchant* was one of the richest prizes ever taken at sea, worth about 200,000 rupees (or 50,000 British pounds). To his horror, Kidd discovered that the vessel was commanded by an English captain (who had been flying under false French colors to confuse potential pirates), which made his capture of the vessel an act of outright piracy against England. He tried to return the ship to her owners, but his crew wouldn't allow it.

Upon his return to the English colonies, Kidd attempted to use his newfound wealth to purchase a pardon for his actions, but to no avail. He was dragged back to England in chains, where he was imprisoned for a year and then duly hanged.

Jean Lafitte

The French-born Jean Lafitte and his brother, Pierre, operated a very successful criminal empire at the mouth of the Mississippi in the early 1800s. Preying on Spanish shipping, the Lafittes would then sell the plunder in New Orleans, where they became local celebrities and folk heroes. When New Orleans became an American possession (as part of the Louisiana Purchase), the new American governor tried to capture Jean and his brother, but to no avail: Lafitte's popularity among the local citizens and his intimate knowledge of the Louisiana swamps and bayous made him impossible to catch.

When Britain attacked New Orleans during the War of 1812, Lafitte famously sided with the Americans against the invaders. His men acted as scouts and guides for the US army, and in the Battle of New Orleans, Lafitte himself held an independent command, defeating a very dangerous British flanking maneuver.

After the battle was won, Lafitte and his men were given full pardons by the President of the United States.

Stede Bonnet

Famous in history as "the gentleman pirate," Stede Bonnet might more accurately be called, "the dumb pirate," "the inept pirate," or "the cowardly pirate." Stede Bonnet is primarily remembered for two things: first, for being a snappy dresser, and second, for having no sense whatsoever. Having no prior knowledge of the sea, in 1717 the young dandy outfitted a ten-gun sloop, named her Revenge, and sailed off to be a pirate. No one is sure exactly why he did this — the best guess is that he turned to piracy to get away from his shrewish wife.

Bonnet cruised up and down the coast of North America, preying primarily on English shipping. For awhile he sailed with the far more competent pirate Blackbeard. When things got too hot, he accepted an English pardon, swearing to stop attacking English shipping. He kept this promise for perhaps two weeks, and then went back to his old evil ways.

Bonnet was captured by an English warship shortly thereafter. The evidence against him was overwhelming, and he was quickly sentenced to death. Bonnet did not go to his doom with dignity. When he learned of his sentence, Bonnet said to the judge, "Cut off my arms and cut off my legs so that I may sit and read from the scriptures

and, please sir, I will for ever sing praises to our Lord. But, whatever you do, please don't hang me!"

The ladies present at court were much moved by the handsome young man's pleas — the judge wasn't. Bonnet was hanged on December 10, 1718. His body was buried secretly in the marshes outside of town. Local legend says that Bonnet requested that his bones be hidden because he feared that his wife would seek vengeance on his body after his death

L'Ollonais

In his brief piratical career, the Frenchman Jean David Nau, better known by his nickname, "L'Ollonais," would prove himself to be one of the bravest and most cunning pirates who ever sailed the seas. He would also prove himself to be one of the most vicious and evil men who ever lived.

Leading a mixture of French and English buccaneers, L'Ollonais would sack Puerto Cabello, San Pedro, Gibraltar, and Maraicabo (twice) in a period of just a few years. L'Ollonais had vowed to never give any quarter to any Spaniard, and an exceptionally brutal fate awaited the Spanish soldier or civilian who fell into his clutches.

L'Ollonais met his end during a raid on the coast of Colombia, near to the city of Cartagena. He and his men were overwhelmed by a war party of cannibalistic natives, who literally tore him to pieces by hand.

Jack Rackham

Known as "Calico Jack" for his bright clothing, Jack Rackham cut a dashing figure in the pirate havens of the Caribbean. He was most famous for his lieutenants, two women named Anne Bonny and Mary Read, who dressed like men and fought alongside the rest of the crew during combat. Apparently these women were far more fierce and more vicious than were the male members of Rackham's crew, and enemy sailors dreaded facing them in battle.

Rackham's piratical career came to an abrupt end in 1720, when an English warship engaged him in a night battle. The two women fought like heroes, but most of the male pirates — Rackham included — were dead asleep, and they surrendered without putting up much of a fight.

On November 28, 1720, Calico Jack and his crew were found guilty and sentenced to death. "Pleading their bellies," the pregnant Bonny and Read had their sentences commuted until they bore their children, but there was no reprieve for Rackham.

According to legend, as he went to his death, the unforgiving Anne Bonny told him, "Had you fought like a man, you need not have been hanged like a dog."

Bartholomew Roberts

On June 15, 1719, in the English trading station of Anamaboe on the Guinea coast of Africa, pirates under the command of Howell Davis captured a Dutch slaving vessel named the *Princess*. Several merchant seamen were forced to join the pirates as crew, including the *Princess'* third mate, Bartholomew Roberts.

Roberts was a fine sailor and natural leader, and when Davis was killed several months later, the men elected him captain. In a very short time Roberts was to prove himself one of the greatest pirates who ever lived.

During his four-year career, Roberts pillaged, captured or sank over 400 ships and took untold millions in treasure. He rampaged across the entire Atlantic, from Brazil in the south to Newfoundland in the north, from the Caribbean in the west to Africa in the east.

He finally met his doom at the hands of an English ship-of-the-line sent out to capture him. As Roberts attempted to flee the unequal contest, a cannon ball fired at extremely long range tore him to pieces.

Roberts' death brought profound relief to merchants and naval officers on four continents.

Roc Brasiliano

Roc Brasiliano (a.k.a. "Roche Brasiliano") was one of the more successful Dutch pirates in the Caribbean. A brave man and a fine sailor, Brasiliano was popular with his fellow pirates, where he earned the nickname "Roc of Brasiliano" (his real name has since been lost to history).

Brasiliano preferred to cruise the rich waters off of Campeche, picking off treasure ships sailing from New Spain (Mexico) to Havana or Europe. Between voyages, Brasiliano would return to Port Royal, Jamaica, to rest, refit, and recruit, and he quickly gained a reputation

as one of the most dangerous men in that dangerous city. According to Alexander Exquemelin, Roc would roam the city, waving his cutlass and attacking passers-by as the whim took him.

It is not known how Brasiliano met his end. No one ever reported capturing or killing him. It is possible that he retired to live out his days in anonymity in some quiet corner of the world. It is more likely, however, that his vessel was lost at sea with all hands in one of the terrible storms that curse the Caribbean Sea.

Henry Morgan

Without a doubt, Henry Morgan was the greatest English privateer in the seventeenth century. A bold, ruthless and daring man, Morgan fought England's enemies for over thirty years — making himself a very wealthy man in the process.

Morgan's most famous exploit was in late 1680, when he led 1,700 buccaneers up the pestilential Charges River and then through the jungle to attack and capture the "impregnable" city of Panama. The city's capture wasn't a financial success, as much of its wealth had been spirited away before the attack and the remainder destroyed in a sudden fire that consumed the city even as Morgan took it. However, the sack of Panama was a grievous blow to Spanish pride and power in the Caribbean, and Morgan became the most popular man in England.

At the peak of his career Morgan was a titled nobleman, living in splendor on his enormous sugar plantation in Jamaica. He died in his bed, surrounded by loved ones — something achieved by very few pirates of his (or any) day.

Game Controls

Information Screens

Action	Number Pad	Mouse	Keyboard
Status		Click on associated icon	F1
Fleet Status		Click on associated icon	F2
Personal Status		Click on associated icon	F3
Captain's Log		Click on associated icon	F4
Treasure Maps		Click on associated icon	F5
World Map		Click on associated icon	F6
Top Ten Pirates List		Click on associated icon	F7
Piratopedia		Click on associated icon	F8
System Options		Click on associated icon	F9
Load / Save		Click on associated icon	F10
Quest Log		Click on associated icon	F11

Sea Navigation

Action	Number Pad	Mouse	Keyboard
Pause	7	Left-click onscreen keypad 7	Shift-P
Turn Left	4	Left-click on water or onscreen keypad 4	←
Turn Right	6	Left-click on water or onscreen keypad 6	→
Full Sails	8	Left-click onscreen keypad 8	↑
Reefed Sails	2	Left-click onscreen keypad 2	↓
Enter Ship Battle (only when within range)	5	Left-click on ship or onscreen keypad 5	A
Change View	9	Left-click onscreen keypad 9	V
Fleet Status	1	Left-click onscreen keypad 1	F2
Map	3	Left-click onscreen keypad 3	F6
Open Information Screens			E

Land Battle

Action	Number Pad	Mouse	Keyboard
Pause			Shift-P
Move to Adjacent Square	NumPad direction		
Fire!	5	Left-click onscreen keypad 5	
Hold			Spacebar
Change Facing	Shift-NumPad direction		
Change Ranged Target			Tab

Ship Battle

Action	Number Pad	Mouse	Keyboard
Pause	7	Left-click onscreen keypad 7	Shift-P
Turn Left	4	Left-click on water or onscreen keypad 4	←
Turn Right	6	Left-click on water or onscreen keypad 6	→
Full Sails	8	Left-click onscreen keypad 8	↑
Reefed Sails	2	Left-click onscreen keypad 2	↓
Fire!	5	Right-click or left-click onscreen keypad 5	Spacebar
Change View	9	Left-click onscreen keypad 9	V
Round Shot	3	Left-click onscreen keypad 3	R
Grape Shot	1	Left-click onscreen keypad 1	G
Chain Shot	7	Left-click onscreen keypad 7	C
Toggle Shot Types			Enter

Dueling

Action	Number Pad	Mouse	Keyboard
Pause			Shift-P
Thrust	4	Left-click on middle of enemy or self	
Parry	5	Right-click on middle of enemy or self	
Chop	7	Left-click high on enemy or self	
Slash	1	Left-click low on enemy or self	
Jump	8	Right-click high on enemy or self	
Duck	2	Right-click low on enemy or self	
Taunt	6	Middle-mouse button	

Dancing

Action	Number Pad	Mouse	Keyboard
Pause			Shift-P
Marche Forward	8	Left-click onscreen keypad or screen quadrant	
Marche Backward	2	Left-click onscreen keypad or screen quadrant	
Glisse Left	4	Left-click onscreen keypad or screen quadrant	
Glisse Right	6	Left-click onscreen keypad or screen quadrant	
Pirouette Left	3 or 7	Left-click onscreen keypad or screen quadrant	
Pirouette Right	1 or 9	Left-click onscreen keypad or screen quadrant	

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BOOK 5:

The Captain's Supplemental

Credits

Firaxis Games

Sid Meier
Designer/Programmer

Production
Barry Caudill
Producer

Dan Magaha
Associate Producer

Steve Martin
Executive Producer

Jeff Briggs
CEO of Firaxis Games

Programming
Don Wuenschell
Lead Programmer

Mike Breitkreutz
Theresa Bogar
David McKibbin
Rob McLaughlin
Bart Muzzin
Casey O'Toole
Jacob Solomon
Programmers

Mike Breitkreutz
Tools Group Manager

David Evans
Director of Technology

Art
Jerome Atherholt
Marc Hudgins
Lead Artists

Dennis Moellers
Lead Animator

Steve Chao
Gregory Cunningham
Ed Lynch
Animators

Rob Cloutier
Alex Kim
Additional Animation

Ryan Murray
Lead Character Modeler

Alex Kim
Mark Shahan
Jon Marro
Character Modelers

Brian Busatti
Lead Locations Modeler

Greg Foertsch
Megan Quinn
Nick Rusko-Berger
Justin Thomas
Locations Modeling

Michael Bates
Terrain Artist

Jack Snyder
Additional Character
Modeling

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Ship Modeling

Rob Cloutier
Ship Animation

Michael Bazell
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Brandon Blackwell
Jason Cohen
Darren Gorthey
Ben Harris
Art Interns

Mark Cromer
Michael Curran
Sound and Music

Roger Briggs
Additional Music
Composition

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Director of Creative
Resources

Jeff Briggs
Paul Murphy
Additional Design

Barry Caudill
Dan Magaha
Additional Programming

Paul Murphy
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and Piratopedia Writing

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QA Manager

Lindsay Riehl
Director of Marketing

Kelley Gilmore
Michael Fetterman
Marketing and PR

Josh Scanlan
Network Administrator

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Brandon Blackwell
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Mark Cromer
James Curran
Michael Curran
Michael Fetterman

Mike Gibson
William Kerfoot
Tim King
Donna Morlock-Cromer
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Vince McDonnell
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Ken Moodie
…all our families
and loved ones

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