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## ***A & A GAME ENGINEERING PRODUCT SUPPORT***

Product Support sheets come in the following types:

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

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

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# ***IRON AND FIRE***

## **RULES CORRECTIONS UP TO AND INCLUDING**

### **EDITION 2.1**

**DATE: 11 OCTOBER 2003**

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### ***Initiative (4.1)***

If you are using the “Traits” from “Blue Steel, Grey Thunder”, the following modifiers are applied to the initiative scores:

- If slow witted -2 off initiative sequence
- If razor sharp +2 to initiative sequence
- If Alcoholic -1 off initiative sequence
- If Responsible +1 to initiative sequence.

We move in order lowest to highest initiative scores after modification, using some sensible method of solving ties if necessary. One method of resolving ties is not to actually tie break these until their turn to take action comes round. This means that several ships with initiative 3 will not actually know until movement, gunnery and boarding who actually has the initiative. It is also suggested to roll for each activity phase separately, so there is a measure of confusion and uncertainty. In addition, you might also wish to apply the trait modifier to the tie break rolls as well.

*In Edition 2.2 the initiative system has been slightly modified to incorporate traits and command quality to tie break drawn initiative dice, rather than modify the dice themselves.*

### ***Forcing the Engines (5.3)***

Forced boilers put speed up by “a couple of knots”. To determine the effect, roll 1D6, 1-3 = 1 knot, 4,5 2 = knots, 6 3 = knots.

*This rule implemented in Edition 2.2.*

### ***Slowing Down in an Emergency (5.4)***

If using Emergency Speed reduction, the same results apply.

*This rule implemented in Edition 2.2.*

### ***Damage from Rams and Collisions (7.3)***

Instead of using two different dice rolls to determine effects on the protagonists, use one roll for the effect on both. This means that a devastating impact is quite likely to have significantly adverse effects on both vessels. Rams will be a significant advantage here.

In addition, in order to declare a ram attempt, the vessel must have moved at least 4", otherwise roll on the "Collision" line on the table instead of the "Attempting to Ram" line. Thus, if the ship has been slowed down for any reason or stopped short, it cannot attempt to ram the same target again in the next turn. Note that damage to a ship may also make ramming attempts impossible. Bear in mind also that you must move the current full speed as recorded on the Shipcard. You might also have to force the engines to get achieve the minimum speed indicated above.

*This rule implemented in Edition 2.2.*

### ***Grounding (8.3)***

Only TWO attempts may be made to refloat, not three.

### ***Boarding (8.9)***

If you are in an Ironclad, unless you have troops on board do not try to board the other guy, because...

- If an Ironclad declares a board (-3 to roll) it cannot claim +5 if counterboarded later (its hatches are open)
- If an Ironclad defended against a boarding action (+5) it cannot counterboard (its hatches are closed).

### ***Ship Data***

#### ***Union Ironclads (12.1)***

- The Essex should have Size and Turning values of Medium.
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