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★ The AVALON HILL
GENERAL
The Game Players Magazine

The Avalon Hill GENERAL is dedicated to the presentation of authoritative articles on the strategy, tactics, and variation of Avalon Hill wargames. Historical articles are included only inasmuch as they provide useful background information on current Avalon Hill titles. The GENERAL is published by the Avalon Hill Game Company solely for the cultural edification of the serious game aficionado, in the hopes of improving the game owner's proficiency of play and providing services not otherwise available to the Avalon Hill game buff.

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What better subject for philosophizing than the recently concluded ORIGINS '79. A study in contrasts, this fifth national wargaming convention had its share of highs and lows. Beset with all sorts of difficulties, it nonetheless pulled approximately 4,100 enthusiasts to the Chester, PA site which is an alltime high for any wargaming convention and marks the growing popularity of both our hobby and its widely acclaimed annual showcase.

Things did not run all that smoothly, however, for the harried organizers. Their tale of woe started with a late site and date change which caused a staff revolt. This, in turn, led to a comparative lack of preconvention publicity by previous year's standards with much information only becoming available at the 11th hour. GENERAL readers are probably all too aware of this as many of them received their convention flyers too late to preregister for events. To make matters worse, the convention weekend coincided with the peak of the gas crunch in PA, undoubtedly keeping many would-be attendees at home.

All of which may have been a blessing in disguise as the facilities were plainly overtaxed in handling the crowd which did show up. The facilities at Widener were definitely the poorest yet encountered in the ORIGINS series. The exhibition area which had been expanded to include 73 different dealers was located in a gym approximately a half mile from the main tournament/seminar buildings and proved to be quite a hike if you missed the Army "Deuce and a half" trucks which were providing a constant G.I. Joe shuttle service. Nevertheless, sales were brisk as evidenced by the fact that AH topped its previous show sales for the fifth consecutive year as copies of *MAGIC REALM*, *DUNE* and the *SERIES 100 COI* scenarios did a landslide business.

The competitive portion of ORIGINS didn't fare as well however. Confined to the most part to a large cafeteria, most of the tournaments had to battle each other for space and were constantly being shifted from one area to the next to make room for newly starting events. This, coupled with the late appearance of preregistration forms in the GENERAL probably combined to limit participation in the AH tournaments to an all-time low with such events as the AH 500 failing to fill its 128 entry field for the first time in five years.

On the positive side, the seminar facilities seemed more than adequate and reliable air conditioning was in evidence at ORIGINS for the first time everywhere except the gymnasium. Dorm rooms, although in short supply, ranged from excellent to poor depending on how soon you preregistered. The food services, while not outstanding, were a definite improvement over ORIGINS '78 which was the sole disappointment with the Ann Arbor gathering, unless one ventured off campus where Chester was found wanting.

The Charles Roberts Awards were once again in evidence with AH copping its share despite a rather limited schedule of releases in '78. *CROSS OF IRON* took the award for Best Physical System & Graphics while *TACTICS II* became the first inanimate object to gain en-

trance to the Hall of Fame. An unofficial addition was *SOURCE OF THE NILE* by Discovery Games which won the awards for Best Amateur Game and Best Pre-Twentieth Century Game. *SOURCE OF THE NILE*, after undergoing in-house development, will enter the Avalon Hill stable next spring. Other award winners were *TO THE GREEN FIELDS BEYOND* for Best 20th Century Game, *MAYDAY* for Best Fantasy Game, *F & M* for Best Professional Magazine, and *PERFIDIOUS ALBION* for Best Amateur Magazine.

One area in which ORIGINS '79 definitely improved on the '78 version was in the public meeting of the site selection committee for the next year. Unlike the previous year in which only one bid was made, three were presented this time around, giving the committee the luxury of a choice. The bids were all well presented, but unfortunately, all originated from the East Coast. After a brief deliberation, the committee selected the bid of the Eastern Gamers' Association, headed by Penn Conn & ORIGINS '79 organizer, Jay Hadley, to host ORIGINS (VI) '80 at the University of Delaware, July 18-20. The facilities described in the presentation seemed too good to be true and if they do indeed exist, next year's ORIGINS could easily be the best ever. Among the feature outlook for ORIGINS '80 is a completely air conditioned site under one roof with access to 2,000 air conditioned dorm rooms. The convention staff has handled cons for DuPont and General Motors. It promises to be a new classification of ORIGINS surpassing all that has gone before.

The selection committee (National Wargame Association) also passed a resolution to encourage a rotating regional concept for ORIGINS and called upon Heritage Models to present a bid for the South (TX) in 1981, PACIFICON for the West (CA) in 1982, and MDG for the Midwest (MI) in 83. Additional bids would also be considered on a merit basis, but in this way the committee attempted to show its desire for a rotating regional site and attempted to ensure that it would receive at least one competent bid from a group which could plan accordingly, knowing that its bid would be enthusiastically considered. Those groups interested in presenting a bid for a future ORIGINS are again referred to Vol. 15, No. 3 (available as a back issue for \$2.00) of *THE GENERAL*, which lists the bylaws and prerequisites of the National Wargame Association. Preliminary written bids should be submitted in triplicate to Don Greenwood c/o this magazine. And lastly, what could purport to be a complete report on ORIGINS without an account of the AH-SPI grudge match, duel to the finish softball game?

CHESTER, PA—The Avalon Hill Swallows ran their two year unbeaten record to 4-0-1 with a 12-5 thrashing of SPI in their only regular season game of the season. In a game that began and ended in the wee hours of the morning (long before most ORIGINS attendees and several of the players were awake), the Swallows showed the effects of new head coach Wes Coates' innovative system of 'benign neglect' in their victory.

Continued on Pg. 32, Col. 1

BISMARCK

A Child of the Sixties Grows Up

By Alan R. Moon

The problem with running 'review' type articles in manufacturer controlled publications such as The GENERAL is the matter of credibility. Why would the publisher publicize anything but a favorable review? For this reason we tend to steer away from standard 'review' type presentations, but have made an exception here—noisomuch for what the author thinks of the game, but rather because he describes much of what is included—a matter largely neglected by our other BISMARCK features. Nevertheless, we couldn't resist throwing in our two cents worth and you'll find a few comments in italics by the designer here and there throughout the article defending the "house" approach.

In 1962, Avalon Hill released one of its first wargames—*BISMARCK*. Then ten years old, I was only interested in rooting for the Pittsburgh Pirates and against the New York Yankees. My induction into wargaming was still seven years away. Yep, BIS and I were both children.

Seventeen years later, a lot has changed. I no longer care about the Pirates; I'm a Yankee fan. I've been a wargamer for ten years. And *BISMARCK '79* has been released.

The changes in both BIS and I from '62 to '79 have been truly amazing. Friends who knew us then and now, or who look at pictures of us then, can't believe we're the same game/person.

Not surprisingly, as a seventeen year old teenager, *BISMARCK '79* has a few blemishes. Unfortunately, if not justly, so do I. Somebody probably once said, "growing pains are part of the maturation process", and if nobody said it before, I have now. Obviously though, some children never grow up. After you've played the game, you'll know which of us I refer to.

BISMARCK '79 is actually three games in one: Basic, Intermediate, and Advanced. The mechanics of the Advanced game are similar to those in *JUTLAND*, but because I have played neither *JUTLAND* or Advanced *BISMARCK*, this article will deal only with the Basic and Intermediate Games.

THE BASIC GAME

I had expected the Basic Game to be similar to its predecessor. One look at the contents extinguished any such thoughts. *BISMARCK '62* was a simple game (introductory level I) whereas Basic *BISMARCK '79* is several steps up in complexity (introductory level III). It isn't difficult, after all it's still introductory level—even though introductory has gotten more difficult with everything else, there's just more to it.

The Map Boards

A major change from the '62 version is the Search Board. Now there are two where once there had been only one, like siamese twins successfully separated. The old square zone grid is gone too, replaced by a "bricked row" grid, each zone touching six other zones instead of the original version's four adjacent zones. Six zones? Sound familiar? I couldn't help wondering why not hexes since the purpose served seemed to be the same. Ah, but here's the rub. The "bricks" are smaller than hexes, being square for the most part, allowing



many more zones on the map. Plus, the Search Board counters fit perfectly into "bricks", whereas hexes would waste space in an imperfect fit. The square counter and the square zone are "Reunited". The Row By Row Chart shows a complete breakdown of the zones on the map, and I will refer to it later when I offer some new wrinkles to the scenarios.

Besides the increase in the number of zones, other changes from the old map include all-land zones (for the new air rules), new ports and air-bases, printed convoy routes, and fog zones in darker blue shading. And where there are new map features, there are new rules incorporated into the old game. Finally, the new map is much more colorful and pleasing to look at; more mature, better dressed, and suave. Your average teenager of the 70's in comparison to his 60's counterpart.

The Battle Board, while not changing as much as the Search Board, does have a new, modern look about it. Here too, the squares are gone, and this time they are replaced by hexes. The result is again more playing spaces.

The hit charts are still on the mapboard, but there are more of them now. All the charts results are received by throwing two dice, instead of one, and there are charts for air attacks and special damage.

In general though, it is the overall appearance of the new board which is most pleasing. The bold, bland style print has been replaced by a more modern, yet still simple style of artwork. It is in this that Avalon Hill excels.

The Counters

The Search Board counters are a giant step up from the '62 version counters. Again, more style and color, plus more information without clutter. The ship counters don't have silhouettes, but the planes and submarines do. The old counters had just the name of the ship, its movement rate, and its class. The new ones have that plus an evasion rating and the day/night search strengths.

The new Battle Board counters are smaller than the class of '62. However, the silhouettes are more detailed and more professional looking. The counters are also back-printed with the "type silhouette". Incidentally, nowhere in the rules or on the charts does it tell you which end of the counter is the front of the ship, though it isn't that tough to figure out. The bow is the end with the evasion rating.

The Game Charts

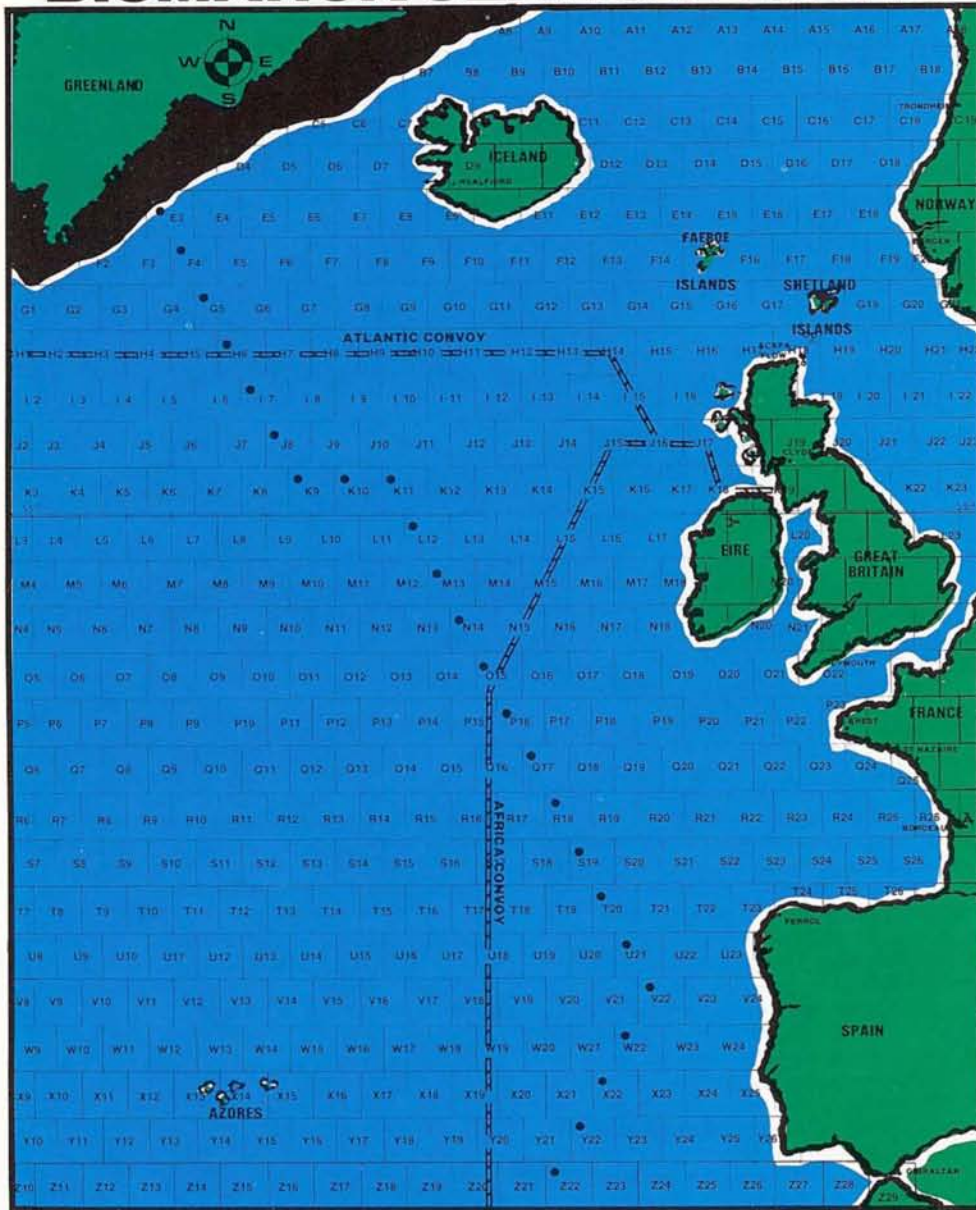
Six of the largest and most beautiful charts your orbs have ever seen are included in *BISMARCK '79*. They are even bigger than the mapboards. There are two Player Aid Cards, one German, one British. Each has a Time Record Track with shaded night turns and reinforcement notations. Each chart has a Visibility Change Table and a Visibility Track, task force boxes, and the Order of Battle. On the reverse side of the charts are the Intermediate Game Player Aid Cards, containing the same information updated for the Intermediate Game Order Of Battle, plus carrier processing diagrams and aircraft holding boxes.

There are two Basic Game Tables Cards, which have the Advanced Game Combat Tables on the reverse side. These have the Sequence Of Play, Shadow Table, Chance Table, Evasion Repair Table, and the Effect of Current Evasion Level On Search and Tactical Movement Table.

The other two charts are the Intermediate Tables Cards, which fill both sides with a multitude of tables. The tables are ordered by use within the sequence of play. For example, all charts having to do with the air attack phase are listed together. When using the Intermediate rules, this is very helpful. There are so many charts though that one can feel overwhelmed at first.

All the charts are on cardboard, not thin paper or balsa card. After one or two games, they are all that will be needed to play the game. For chart lovers these are perhaps the best Avalon Hill charts yet!

BISMARCK SEARCH BOARD



The Rules

BISMARCK '62 utilized the classic style rulebook—four pages, the actual rules consuming only three. *BISMARCK '79* has a 36 page rulebook. It has indeed grown up, but like many early bloomers, it is a little gangly (see this issue's Question Box).

The new rules include movement and patrol mode status for ships and planes, weather determination, fog, expanded sequence of play, shadowing, air attacks, evasion ratings, withdrawal from combat, and much more. A well-developed teenager. I am indeed tempted to go into a lengthy dissertation about the pros and cons of the rules, but sanity prevails (at last). Most of the rules should be touched upon by other parts of this article, and besides, reading the rules for the first time is the best part of any game, and I will treat it as a solemn, sacred rite.

British Strategy

Stated simply, the British strategy is to find and sink both the *Bismarck* and *Eugen*, before losing enough ships and convoys to lose the game on points. Since the *Bismarck* is worth 30 victory points and the *Eugen* 10, the British can only give up 39 points or less. The British lose a point for each ship on escort duty (*Rodney*, *Ramilies*, and *Revenge*) that is mobilized, and since these three battleships are needed, that brings their winning margin down to 36 points.

The German player gets 6 points for the first and second convoys, 8 for the third, 10 for the fourth, and 12 for the fifth. Realistically, this means that if the Germans sink more than three convoys, the game is as good as lost because in sinking the *Bismarck*, the British will surely lose 16 points worth of ships. This, based on the fact that the big battleships, the ones that will have the most chance of sinking the *Bismarck* (*King George V* and *Prince of Wales*) are both worth 16 points. The other battleships being worth between 8 and 14 points, cruisers 4 or 6 points, and the carriers are worth too much to even think about losing (20 and 24). This may be a little unrealistic, but the German player will know the score the same as the British, and if the *Bismarck* is going down, he will try to take enough down with him to win.

An interesting thing about the victory conditions is the inclusion of non-extreme finishes, such as the *Bismarck* escaping damaged—finishing the game at sea or in port. In these cases, points are awarded for the date the *Bismarck* enters port, damage to ships of both sides, and the current evasion rating of the *Bismarck* and *Eugen*. Other victory points could conceivably come from air units that are unable to return to base, but this should not happen.

Keeping the numbers of the victory conditions in mind then, the British strategy should be to sink the *Bismarck* and *Eugen* without ever committing enough points worth of ships to lose. Of course, this is easier said than done, if not downright impossible. If it wasn't, it would not be much of a game. The thrill of a close victory where both sides can win or lose is the meat of competition.

The British problem is twofold; 1) finding the *Bismarck* and maintaining contact (while avoiding a naval engagement) until 2) enough battleships, or battleships and cruisers, can be brought in to win the battle. In most games, it will be preferable, if not imperative, that the British fight one battle, and one battle only, that being a do or die situation and the game all rolled into one.

The initial set up has most of the British ships pretty close to where they want to be in the beginning stages of the game. The Norfolk and Suffolk should take up a position at either B7 or C7 to guard the escape route to the north of Iceland. The Ger-

A Row By Row Analysis of the BISMARCK Board

Row Letter	# of Playable Sea Zones	Comments	Row Letter	# of Playable Sea Zones	Comments
A	11	A7 ^a	M	16	(M21, M24) ^a , (M19, M22, M23) ^b
B	12	B6 ^a , B19 ^b	N	17	(N19, N22, N23, N24, N25) ^a
C	12	(C4, C8, C9, C10) ^a , C19—Trond	O	18	(O23, O24, O25) ^a , O22—Plymouth
D	12, D8*	(D3, D11, D19) ^a , (D10, D20, D9) ^b D9—Havfjord	P	19	P24 ^a , (P25, P26) ^b , P23—Brest
E	16, E19*	(E2, E19) ^a , E20 ^b	Q	20	Q26 ^b , Q25—St. Nazaire
F	19, F15*	F1 ^a , F21 ^b , F20—Bergen	R	21	R27 ^b , R27—Bordeaux AB
G	21, G18*		S	20	S27 ^a
H	22	H18—Scapa Flow	T	20	T27 ^a , T24—Ferrol
I	20	I18 ^b	U	16	U24 ^a
J	21, J18*	J19 ^b , J19—Clyde	V	17	
K	19	(K20, K21) ^a	W	16	W25 ^a
L	17, L24*	(L18, L21, L22) ^a , L19 ^b , L19— Eire AB	X	17	X26 ^a
			Y	17	Y27 ^a
			Z	20	Z29—Gibraltar

*Playable zones with no grid-coordinates (as per the Terrain Effects Chart #1).

^aOptional playable sea zones.

^bLand zones.

man ships will only be able to slip by these ships if there is a fog turn, and the German player can not wait indefinitely for that to happen because his ships will be in a tight corridor and in danger of being found by air.

On turn two, search Bergen to establish that the Germans have left. The first turn is always fog, so Bergen can not be searched. If fog continues after turn one, search Bergen on the first possible turn. This rule is a clever device that adds a nice touch to the game. The *Bismarck* and *Eugen* will surely sail from port on turn one; there is no reason not to plus the ships can move extra zones on the initial turn. Nevertheless the British have to establish that the German ships have left to release many of their ships from port and escort duty.

All available ships (except the *Norfolk* and *Suffolk*) should spread out along either of the following lines of zones: 1) E12, F13, G14, H15, I16 or 2) D12, E13, F14, G15, H16. The cruisers *Manchester*, *Birmingham*, *Arctura*, *Kenya*, *Galatea*, *Hermione*, and *Aurora* should be on patrol status. The battleships *Repulse*, *Hood*, *Prince of Wales*, and *King George V* should not be on patrol status unless the visibility is bad enough to need their search factors in addition to the cruiser's patrol search factors. Alternatively, the battleships can be in two task forces of two BBs each, one zone behind the search line.

The most important units in the search are the air units. On the first few turns, search to the north of Bergen, close to the Norwegian shore. If unsuccessful, expand the search to the west. The air units from Eire and Plymouth should be kept more to the south than the other air units, remembering that these units have a longer trip home.

As soon as the *Bismarck* is sighted, release the *Ramilies* and *Rodney* and start them north. The *Sheffield*, *Ark Royal*, and *Renown* should also head north after their release (four turns later). If sighted, try to shadow both German ships. Use several different ships, alternating turns to confuse the German player and deter an attack on your ships. When possible, shadow with planes instead of ships, but this will become more difficult as the German ships move further west and air units have to return to base.

Attack with planes first, if possible. You may get some lucky hits that reduce the evasion rating of either German ship or a midships hit, which is always a minor victory.

For the big battle, make sure you have enough. Don't be kind. There must be at least two battleships and more is better. Consider every three cruisers as good as a battleship, although this is far from the case.

In the battle, try to stay at B range, keeping the *Bismarck's* secondary armament out of it. Use some fire against the *Eugen*, to take away her firepower and slow her down enough so she cannot escape later. If cruisers are present, use them initially against the *Eugen*. If one of your ships is really taking it in the ear, try to get out of range before it sinks and continue the battle with the healthier ships. Don't let either German ship withdraw! Once by the first line of defense, it may be hard to find them again—there is a lot of open sea. However, if the worst should happen, set up half of your ships on the Atlantic Convoy route and half on the African Convoy route and wait; it is useless to search beyond them. Use air units to search the zones around ports the German ships can enter.

In most games, if the *Bismarck* gets by the initial search line, the German player will win. The British player will have to be very lucky to find the German ships after that and even luckier to have enough ships close enough to sink them. So, set up a solid blockade to the open sea and pray for good weather.

German Strategy

German strategy is based on three things: 1) the knowledge of what the British player will do, 2) the weather, and 3) the degree to which the German player is willing to leave his plans up to lady luck.

1) The German player may assume that the British ships will be lined up in a row of zones stretching from the south coast of Iceland to the north coast of Britain, and that the *Suffolk* and *Norfolk* will be guarding the passage between Greenland and Iceland. This means the German player has the option of running north around the north coast of Iceland or trying to crash and battle through the main British line. Consideration—a tricky little rule is the High Speed Shadow rule. The German player cannot end his movement for one turn next to British ships and then move two zones on the next turn, in so doing moving by the British ships. The High Speed Shadow rule prevents this by enabling ships located in the first zone to sight the German ships in the first zone of their two zone movement. Such British ships are then able to attempt to shadow the German ships into the second zone.

2) If the weather is good, getting through the main line without being sighted will be impossible. If the weather is bad, this option looks better. Bad weather is the German player's ally. On the northern route, fog is his ally. German ships can become lost forever in the fog north of Iceland and the British player will not see you go by. My teacher for Acting I once gave me the following exercise (done with movement too for voice-body coordination), of which I am constantly reminded when playing *BISMARCK*: "Whether the weather be fair, or whether the weather be not, we'll weather the weather, whatever the weather, whether we like it or not."

3) Luck comes into play in numerous ways. First, the British player may be moving ships around from time to time, adjusting his search line. Second, the British player might leave a hole in the line somewhere, chancing luck himself and/or confident that the German player will not foresee this possibility. Third, the British player may send ships to the east and north to hunt out your ships instead of waiting patiently. Fourth, the British player may not expect you to attempt to crash through his main line and may even have sent battleships to help the *Suffolk* and *Norfolk*. And fifth, the British player may not believe in the blockade strategy at all, and may just guard the convoy routes or do something else right from the start. (Himself doing the unexpected or trying to outguess you.) In all of these cases, the German player has only luck and intestinal fortitude to deal with; he does not know for sure!

Another major consideration from luck's standpoint is what will be waiting for the German ships to the north of Iceland. Has the British player left only one cruiser there instead of two? Further, might it be to the German player's advantage to try to attack and sink this cruiser? Or, does the German player want to engage in one battle along the main British line, attempting to sink enough British ships outright to win. Beware of overconfidence here though. Losing after counting on good luck and getting bad luck is one thing. Losing by ego is another.

A consideration of quite another sort is whether to keep the *Bismarck* and *Eugen* together in task force or not. If the two ships are together, it is easier for the British to keep track of them both, obviously. On the other side of the coin though, is the added gunpower the *Eugen* gives the *Bismarck* and the speed to engage enemy vessels that are faster than the *Bismarck* alone. The game can end with one battle when the two ships are together, but the British will need more to battle with.

If the two ships separate, the disadvantages are the opposites of the advantages listed above. The advantages are that now the German player has two convoy raiders, the British search line will be extended over more of the board, and there is always the possibility that the British may mistakenly follow the *Eugen* thinking it is the *Bismarck*. The two ships could unite later too.

Once past the blockade, head for the convoy routes. The best place to be is either one zone row south of the Atlantic Convoy route (around I4 or I5) or just west of the Africa Convoy route (I16, V17, or X18). Rake in the convoy points and stay out of columns of the chance table.

Watch the time carefully and consider returning to port if that will ensure victory. Of course, it may be safe to stay at sea, especially in the southwest sector of the map, after sinking a few convoys. Watch the British reinforcements. Avoid them or attack a lone ship if the mood suits you.

On the battle board, head straight for the enemy ships. The extra guns at A range on the *Bismarck* are a major advantage. If the battle looks like a victory, sink one ship at a time, training all fire on it. If the battle looms as a defeat, try to slow down several ships and get away.

In the early stages of the game, try to conserve fuel by moving one zone at a time, except when running the blockade. The fuel will be needed later when you are found and have to evade. By taking your time early in the game, the British player may fear that you have already run the blockade and leave his original game plan. So, look smug and smile while the British player becomes more and more anxious.

THE INTERMEDIATE GAME

Actually, the Intermediate Game is not a separate game, but rather a collection of optional rules that can be added onto the Basic Game. The beauty of this being that players can select for themselves the rules which interest them. Along with the eight provided scenarios and other homemade ones, the limitless combinations of rules and situations makes for a game with a great deal of variety.

Optional rules are always a trade-off between extra playing time and added excitement, realism, or enjoyment. As a guide to choosing which optional rules to use, I offer a numerical evaluation of each rule below. The Extra Time rating should be read with 1 standing for a negligible time loss, 2 meaning a small time loss, 3 standing for a significant time loss, 4 meaning a large time loss, and 5 standing for an unacceptable time loss. The Added Flavor rating, similarly, should be read with 1 meaning worthwhile, 5 meaning not worthwhile, and 2 through 4 standing for the levels in between the extremes.

The Added Flavor rating is proportionate to the Extra Time rating, meaning a rule with a '5' grade is not worthwhile regardless of the extra time involved, and a rule with a '1' grade is worthwhile despite any extra time involved. In addition, I will classify some rules using the phrase "just another rule". This refers to a rule that seems to be one more unnecessary thing to remember and gamers interested in playability (like me) should disregard it. Of course, these ratings are highly subjective, reeking of my own biases towards, for example, air rules, and should be seen in this light. (The preceding being a disclaimer.)

14. Weather And Visibility Option 1

Divides the Search Board into two areas, above and below the 55° line, with weather being determined separately for each. Adds the Weather System Variability Table which can affect the

weather in each area by producing another modifier to the visibility dice roll. Just another rule.

Extra Time -2, Added Flavor -4

Although allowing Mr. Moon total freedom to state his views, I beg to differ on one small point. The Variability Table is the most important game improvement of the Intermediate rules. It adds just that small element of chance that makes no ship perfectly safe from location which is just the way it should be.

15. Fog

Fog is determined separately from visibility, including a modified die roll for the Shetland Islands and Faeroe Island zones (for what good that does). Just another rule.

Extra Time -2, Added Flavor -5

16. Fuel Expenditure

Incredibly, this rule begins with the statement "Maintaining a record of fuel costs for each and every ship can be very time-consuming and detract from game play." Yet compared to some of the other rules we'll come to shortly, this one does not add that much extra playing time to the game. The only additions are keeping track of cruisers' fuel expenditures and fuel expended by ships during bad weather. The ramification of having to return to port after running out of fuel is also added, and this would be time consuming, but a good player will not let this happen too often.

Extra Time -3, Added Flavor -2

17. Refueling

Ships can refuel in friendly ports, and German ships can refuel at the west and south map edges. Aircraft carriers can reclaim flight boxes (which applies if optional rule 31 is being used).

Extra Time -2, Added Flavor -3

18. Starting Locations In Naval Combat

Attacking ships can start closer to the defending ships instead of starting at the edge of the Battle Board (six hexes away), in some types of visibility. The range for withdrawing is changed correspondingly. Just another rule.

Extra Time -1, Added Flavor -5

19. Torpedoes In Naval Combat

Ships that have the ability to fire torpedoes may now do so, once during the game, unless replenished when refueling (if optional rule 17 is being used, that is). Ships may attempt to avoid torpedo attack, but have some movement restrictions if they do. A good rule because it adds another weapon and tactic for players to use on the Battle Board.

Extra Time -2, Added Flavor -2

20. Ammunition Expenditure In Naval Combat

All ships (except carriers which have unlimited ammo) expend ammunition in combat. German ships also expend ammunition when attacking convoys. This is one of the best optional rules because it adds another consideration for players when planning strategy. However, the high cost in attacking convoys may cause this rule to favor the British player.

Extra Time -4, Added Favor -1

21. Fuel Damage

Midship hits by torpedo and gunfire (not plane) cause additional fuel loss. Just another rule, but in this case, why not.

Extra Time -1, Added Flavor -3

22. Submarines & 23. Destroyers

Submarines and destroyer flotillas, with separate Search Board counters, are introduced, but must be used together or not at all. Both players get submarines which can search and attack ships (including convoys and destroyers), but cannot take

part in naval combat on the Battle Board. Likewise, destroyers may search and attack ships by torpedo attack, but cannot take part in naval combat on the Battle Board. Destroyers also add to the anti-submarine strength of ships in a zone under attack by subs. A page and a half of rules plus more things to do and think about hardly justifies the end result though.

Extra Time -5, Added Flavor -2

24. Convoys & 25. Troop Convoy WS8B

The best optional rules. Gets rid of the Chance Table, which is the worst part of the Basic Game. Replaces luck with skill, or at least the possibility of some tactics. Convoys now have separate counters on the Search Board and move as other ships. Other convoys, besides those that start the game in play, may be generated by the German player using the Off-Board Convoy Search procedure. Convoys can maneuver to avoid attack and each convoy contains an unlimited number of ships (except the WS8B Convoy—maximum 40 pts., and the *Britannic* which is a single ship), points being garnered for each ship sunk instead of the whole convoy.

Extra Time -4, Added Flavor -1

26. Huff Duff

Must be used to replace that part of the Chance Table which accounts for the German ships being found by their own radio transmissions, if rules 24 and 25 are being used. Hum Drum.

Extra Time -2, Added Flavor -4

27. Air Combat

A good set of rules. Air attacks on ships are handled much in the vein of *MIDWAY*, using ship deployment on the Battle Board and AA fire. Planes are not lost however, just assessed as unable to penetrate, depending on the amount of AA fire. A lot of tactics and realism involved here.

Extra Time -4, Added Flavor -1

28. Fighter Air Units

Can only be used if optional rule 27 is being used. Again, much in the vein of *MIDWAY*, fighters are used to escort attacking aircraft or provide CAP. Almost a must if 27 is being used.

Extra Time -4, Added Flavor -1

29. Air Unit Loss

Planes lost in combat against fighters and ships are now removed from the game using the Air Loss Table. A time waster. The same for both sides, if neither side loses planes or if both sides lose planes, so why use it. More planes is more fun.

Extra Time -5, Added Flavor -4

30. Air Navigation

Planes may now get lost on the way to their target, determined by consulting the Air Navigation Table. Realistic and humorous at the same time, but just another rule.

Extra Time -2, Added Flavor -3

31. Aircraft Carrier Launch Capacity

Carriers can only launch a specified number of planes in the attack mode, keeping track by marking attack boxes used. No penalty for launching planes to search. Carriers with two midships hits can no longer launch planes. More bookkeeping and less planes to play with. Hard to fathom the justification for this one.

Extra Time -3, Added Flavor -4

The justification is simple enough. British aircraft carriers had to carefully husband the number of air attacks launched, basically they did not have sufficient numbers of aircraft to send out indiscriminate forays.

32. Aircraft Carrier Processing

Planes must process (fuel and arm below deck) before taking off again. Carriers have processing

capacities that can be used each turn, but decisions must be made as to what planes to ready and how ready to ready them. Planes on-deck are susceptible to attacks on the carrier itself. My type of rule; adds a lot of strategy and fun to the air part of the game.

Extra Time -4, Added Flavor -1

33. Weather And Visibility Option 2

The worst of the optional rules. Adds an incredibly long and useless procedure for determining weather systems off-board. Each such system must be moved and enters play when it reaches the map area. Just too much. For meteorologists and gamers with their heads in the clouds only.

Extra Time -5, Added Flavor -5

34. Variability Option 2

Begins with "All of the methods so far used to determine the chance of locating enemy ships at sea have been compromises between playability and accuracy". Now, if that's not a set up for something bad, I don't know what is. And it is. Each zone to be searched has a separate weather determination!! Same comments as above.

Extra Time -5 +, Added Flavor -5

35. Ferrol

The port of Ferrol is in play, and may possibly be used by the Germans, determined by the Ferrol Entry Table. If the Germans get in, adds the chance of British attack on the port and the Spanish reaction to such an attack using the Spanish Reaction To British Raid Table. (Is that what that's for?) Just another rule, but one more German option is worth it. Besides, it probably won't come into play very often.

Extra Time -2, Added Flavor -3

36. Land-Based Fighter

Adds fighters used as CAP over ports and bases. Doesn't have to be used even if the other air rules (including the carrier fighters) are used. A toss-up whether the additional work is worth it or not.

Extra Time -3, Added Flavor -4

37. Ports

Suggested to be used only in conjunction with rule 36. Ports can be attacked by air. Just another rule, but necessary when using rule 36.

Extra Time -1, Added Flavor -4

38. Sheffield Factor

Ships can be attacked accidentally by their own planes, as happened to the British cruiser *Sheffield*. In other words, an idiot rule. A lot of trouble to prove what you already know or assume about your opponent. Just another rule.

Extra Time -5, Added Flavor -5

39. Ship Breakdown

A chance table is put back into the game with this one. Used to determine whether a ship of either side breaks down at sea. As players can hardly be held responsible for bad luck, this should be ignored without a second glance. There's too much chance your opponent will break down with his ship.

Extra Time -2, Added Flavor -5

40. Repairs At Sea

The second best rule. Ships may repair limited amounts of gun boxes and midship boxes, while moving at a rate of one zone per turn or less. Ships could conceivably engage in one battle, repair, and fight again.

Extra Time -2, Added Flavor -1

41. Surprise Attack

Ships may attempt to surprise-attack ships in poor weather. No surprise, just another rule.

Extra Time -3, Added Flavor -5

THE SCENARIOS

43. Scenario 1—Free French Participation

The British player gets six French ships: BCs *Dunkerque* and *Strasbourg*, CAs *Tourville* and *Algerie*, and CLs *Galisonniere* and *Gloire* (plus DD Flot 1 and CT Flot 1 if rule 23. is being used). They may begin the game in Scapa Flow or Gibraltar. The German player gets the *Scheer* which starts with the *Bismarck* and *Eugen*.

Despite how this looks, it is a pretty even trade-off. The French ships will let the British cover more zones in the search, but the *Scheer* adds a few guns into any battle. The *Bismarck*, *Eugen*, and *Scheer* are now about equal to any two British battleships. Further, if the German player splits up the three ships, the British player will have a hard time finding and maintaining contact with all three. Separated, the German ships are almost guaranteed to get some convoys. The French ships don't add that many more guns to the British arsenal.

44. Scenario 2—U.S. Declares War

The British get two American ships: BB *North Carolina* and CA *Augusta*, which enter the game with the *Revenge*. Again, the Germans get the *Scheer*.

Again, despite appearances to the contrary, this is an even tradeoff. If anything, this one is better for the British. The *North Carolina* had more primary guns than the *Bismarck*; it is worth more than all the French ships combined in a battle. The *North Carolina* and the *Augusta* are an equal match for the *Bismarck* and *Eugen*.

45. Scenario 3—Planned Rheinbung

The Germans get the *Scharnhorst* and *Gneisenau*, which begin the game in Brest. The British get the *London*, which enters play much later in the game.

This scenario heavily favors the German player, as he gets two powerful ships in exchange for a cruiser which may never get into a battle, it enters the game so late. With ships in Brest at the beginning of the game, the German can cause all sorts of problems for the British fleet. The British will have to search in both the north and the south, and try to protect the whole convoy route a lot earlier on than usual. The best strategy for the British is to try and kill the two ships out of Brest first, with a combination of air and ship attacks, before they get too far away. The German strategy should not be to combine the two forces, but to use them separately in each half of the map.

46. Scenario 4—Germany Gains Control Of French Navy

The Germans get the six French ships named in scenario 1. Another deceiving scenario, this is less of an advantage for the Germans than having the *Scharnhorst* and *Gneisenau*. However, if the Germans split up the French ships, they may give the British fits trying to hunt them all down, while they nibble away at convoys.

The British get the *North Carolina* and *Augusta* again. This helps, though they will probably be used in the hunt for the *Bismarck* rather than the French ships. This scenario still favors the German player.

47. Scenario 5—Iceland Remains Neutral

A change of pace from the other scenarios. No extra ships are added in this one. Instead, Hvalfiord is not a British port and the LR recon air unit there is lost. The *Suffolk* starts at sea, with fuel expended.

Not much here really. It hurts the British a little, but nothing major. Best when used in conjunction with another scenario.

48. Scenario 6—The Tirpitz

This is a game breaker for the Germans. Whereas the addition of the *Scheer* helps the *Bismarck* and *Eugen* in battles, the *Tirpitz* makes it almost unfair. The *Bismarck*, *Tirpitz*, and *Eugen* are a match for any three British battleships, and any other combination the British can throw against them, except for maybe the whole fleet. Still, for you Nazi fans, the *Tirpitz* starts in Bergen with the other two ships.

49. Scenario 7—Total British Commitment

The British get CAs *Cairo* and *Exeter*, which begin the game in Clyde, CV *Eagle* and BB *Nelson*, which enter the game from the south map edge much later, and the *London* which enters from the south edge later. The latter three may not get into the action at all because they enter so late in the game, and the two cruisers are hardly a formidable addition. This is probably the scenario to use if the Germans seem to be winning most of the Basic Games. Some "Total Commitment"!

50. Scenario 8—Climax In North Atlantic

The German player gets the *Scharnhorst* and *Gneisenau* which begin in Brest, the *Tirpitz*, *Eugen*, *Hipper*, *Kohn*, *Scheer*, and *Nurnberg* which begin with the *Bismarck* in Bergen, and the *Graf Zeppelin* which begins at H22. (One wonders why the *Blucher*, *Graf Spee*, and *Lutzow* are not included, as the party seems to be an open one.) Regardless, this is one potent force that should terrorize any British player. The strategic possibilities are very pleasant; keep the whole fleet together and rampage, or split into several groups and hunt down convoys and British ships.

The British player gets the French ships and the American ships and the additional British ships listed in scenario 7. It isn't enough. The Fuhrer will see his proudest moment.

More Scenarios

Many combinations of scenarios 1-8 are possible and many will work quite well. The best combinations being the following:

1. Use #s 1, 2, and 3 together.
2. Use #s 2, 4, and 7 together
3. Use #s 1, 2, and 6 together.
4. Use #s 1, 2, 3, 6, and 7 together.
5. Use #5 with any one of #s 1, 2, or 7.

And to add some further wrinkles, I offer the following, which can be used in combination with each other, the combinations above, and scenarios 1-8:

1. The sea zones in the English Channel are now in play: M24, N22, N23, N24, N25, O23, O24, and P24. Both sides may enter these zones. German ships in any of these zones are automatically sighted.
2. German ships may enter all Aire and British coast zones (not ports), but are automatically sighted in such zones.
3. The whole map is now used, with all zones containing any significant amount of water being in play. These zones include A7, C8-10, E10, K21, N19, S27, etc. For the complete list see the Row By Row Chart.
4. Allow the British player free deployment west of Iceland and the E12-I16 line.
5. Make all areas that touch Greenland "danger zones". For each such zone that a ship enters, throw one die (ships in task force only throw once for the whole task force). On a roll of five or six, the ship or task force may move no further that turn—it is slowed by ice. Also, on the turn after being slowed by ice, a ship or task force may only move one zone.

IN CONCLUSION

By now, you've probably figured out that I'm the child I referred to in the introduction. *BISMARCK '79* has grown up. And it will undoubtedly have a long life from this point on. Still, if you get the chance to pick up a copy of *BISMARCK '62*, by all means do so. It's not just a collectors item for your shelf. It is admirable in appearance, especially in the large box style. It is also a playable, short, fun, introductory game. By some chance, should you not like it for any reason, you can always sell it at a profit a few years from now. In the gaming age of complexity, there aren't that many easy games around.

Before I completely leave the subject, I want to mention a variant article on *BISMARCK '62* by Keith Gross, which appeared in *THE GENERAL*, Vol. 10, No. 1 entitled "Advanced Bismarck". It contained expansion rules for the *Eugen*, air units, victory points, crippled ships, critical hits, and more. Sound familiar!? If *BISMARCK '62* had been released in the last few years, with Keith's rules added on, the game would probably have been tremendously successful, in the vein of *WAR AT SEA*.

Finally, let me say that this has been a "first impressions" article. I have not played the game enough to consider myself anything close to expert. So, don't hold me to any of the strategy I've listed a year from now, though I hope some of it is on-key. (The preceding has been a disclaimer.) I have often heard the phrase "proper strategy", I may have used it myself. There is no such thing in a good game. Proper play, yes. Proper rules, yes. Proper strategy, no. *BISMARCK '79* will be a hit because there is no proper strategy and it will be fun trying to find one.



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SEARCH FOR THE GRAF SPEE

By Mick Uhl

For the Kriegsmarine (German Navy) the war started six years too soon. Hitler had promised Grand Admiral Raeder that he would not commit Germany to a war against Great Britain before 1945. As a consequence, they had only just commenced their ambitious plan 'Z' when Hitler sent his troops into Poland on September 1, 1939 precipitating World War II.

It will never be known whether plan 'Z' would have succeeded or failed as the onset of the war brought it abruptly to an end. In fulfillment, it would have been the culmination of German theory toward waging a victorious war against Great Britain. This theory, distilled from the experiences of World War I and years of military planning, dictated that Britain could most easily be defeated by cutting her off from the supply lines upon which she was totally dependent to wage war. These supply lines emanated from all corners of the British Empire and, because of their great length, were vulnerable at many points. To achieve this end, the Kriegsmarine developed a special and revolutionary type of ship, the pocket battleship, as well as a vast armada of submarines. These vessels would prey on shipping—slowly strangling Britain out of the war. The Kriegsmarine also planned to build a large and powerful surface fleet, spearheaded by eight super battleships and two aircraft carriers. This battle fleet would not confront the British Navy as the German High Seas Fleet had done at Jutland in World War I, but, as a 'fleet in being', would tie down sufficient numbers of enemy warships to give the raiders and submarines the freedom needed to destroy shipping.

The large battle fleet would never be built. Instead, by the outbreak of the war, Germany would have only the raiding force with which to wage its aggressive war against Britain. Unfortunately, without the main battle fleet, the raiders would not have the freedom of operation that had been wished if plan 'Z' had been completed. The British and French navies could now afford to institute many task forces whose sole responsibility was to rid the seas of the raiders. Forced to adapt to these realities, Raeder instructed all of his captains that their first and paramount responsibility was to ensure the survival of their vessel. Destruction of enemy shipping should be attempted only when there was no possible danger to his ship. Raeder realized that his forces at this time were not sufficient to knock England out of the war. His only hope now was to tie up as much of the enemy forces as possible away from the main theaters of war. As long as his ships were at large, both Britain and France would be forced to send out their capital ships to hunt them and to escort convoys.

The primary weapon of the German raiding force was her three pocket battleships. When first launched, six years before, the pocket battleship represented a revolution in warship design. This class was able to achieve an excellent combination of battleship-sized hitting power with cruiser-sized economy. It was the first to use diesel engines, light weight armor and an electrically welded hull. At 12,000 tons, the pocket battleship was only slightly heavier than a normal cruiser. Its maximum speed of 26 knots was not enough to outrun a cruiser which could steam at speeds in excess of 30 knots. Its battery of six 11-inch guns, though, was more than sufficient to handle any cruiser foolish enough to give chase. Most ships larger than a pocket battleship did not have the speed to catch them. Only a few ships were capable of deal-

ing a mortal blow to a pocket battleship—the three British battlecruisers, *Hood*, *Repulse* and *Renown*, and the two French fast battleships, *Strasbourg* and *Dunkerque*. There were not enough of these ships, though, to effectively protect all of the shipping lanes. There was much truth in the statement popular in the German navy at the time that a pocket battleship could outfight any ship she couldn't outrun and outrun any ship she couldn't outfight. The pocket battleship's greatest asset was her range. At a cruising speed of 18 knots, she had an operating radius of 20,000 miles. This permitted her to stay at sea for long periods of time without refueling and range far from port in search of enemy ships. (As the war progressed, newer, faster, and farther ranging battleships plus the increasing role of naval air power would make the pocket battleship obsolete. The Kriegsmarine would be forced to rely more and more upon its submarines to carry on its fight.)

As part of the general mobilization preparatory to the invasion of Poland, Admiral Raeder had ordered two of the three pocket battleships, *Deutschland* and *Admiral Graf Spee* along with supply ships to their respective theaters of operation several days before the planned day of advance.

The *Deutschland* was stationed in the North Atlantic while the *Graf Spee* was sent to the South Atlantic. For three weeks after England and France declared war, Hitler and his foreign minister, Von Ribbentrop, insisted that they would back down (as they had so many times in the past). The pocket battleships were ordered to remain hidden away from the convoy lanes. When it was finally realized that there would be no settlement, both ships were ordered to begin operations on September 26.

The story of *Deutschland's* cruise is quickly told. Within three weeks, she had sunk two merchant ships and captured another. Much to Hitler's chagrin, two of them were neutral (U.S. and Norway). At this time, Hitler was extremely sensitive to world opinion and he was especially concerned about the possibility of U.S. entry into the war. Before the *Deutschland* could cause further damage, she was quickly recalled home.

The *Graf Spee's* cruise was more eventful. After an initial brief drought, the pocket battleship began to claim victims along both the South American and African convoy routes. She constantly changed her position, attempting to keep the enemy hunting forces off balance. These tactics went so far as to include a trip around the Cape of Good Hope and into the Indian Ocean.

After two and a half months at sea, and nine victims, the decision was made by Captain Haus Ludendorff to end the cruise early. The engines and hull needed a complete overhaul and the ship's only spotting plane had a crack in the engine block. Just one more foray into the heavy shipping lanes outside of Buenos Aires and then a quick dash home.

The problems confronting Britain's First Lord of the Admiralty, Winston Churchill, were frustrating. Because it was the beginning of war, an inordinate importance was placed on even the most insignificant events. Any decision was immediately and critically scrutinized. Churchill was not sure whether any German ships were at sea at the start of the war. This would be an ever present problem as the British Admiralty was never really sure how many German ships they were dealing

with. He planned to divide all available French and British ships into eight hunting groups labelled 'F' through 'N'. Each hunting group was composed of ships whose speeds were at least as great as a pocket battleship, and whose combined hitting strength would be sufficient to defeat her. In actual performance, many of these task forces were not powerful enough to handle the *Graf Spee*. This would be painfully learned when the three cruisers of Force G confronted the pocket battleship at the River Plate. "The Admiralty believed German assurances that the pocket battleships were within the 10,000 ton treaty limit. They were in fact bigger and this led us to underestimating their strength since we (quite correctly) assumed it was impossible to pack 11 inch guns and plenty of ammunition and powerful engines and strong armor into a ship of 10,000 tons—only 1,500 tons more than the cruiser *Exeter*." These remarks by the British Admiralty illustrated the lack of pertinent information upon which they had to base their counter-measures.

These task forces were given a dual role. Their primary responsibility was to protect the merchant shipping where it was most concentrated just outside of the major ports. Each task force was designated to protect one of the following ports or regions of heavy shipping activity:

Force	Composition (Type)	Area of Operations
F	Berwick (CA) York (CA)	North America and West Indies
G	Exeter (CA) Cumberland (CA) Achilles (CL) Ajax (CL)	Rio De Janeiro, Buenos Aires, the Falkland Islands and the coast between Cape of Good Hope
H	Shropshire (CA) Sussex (CA)	Ceylon
I	Eagle (CV) Cornwall (CA) Dorsetshire (CA)	
K	Renown (BC) Ark Royal (CV)	Pernambuco
M	Dupleix (French CA) Foch (French BB)	Dakar
N	Strasbourg (French BB) Hermes (CV)	West Indies

These task forces were also to make offensive sweeps in their areas of responsibility from time to time in hopes of coming upon an enemy raider unawares. The greatest liability to these Task Forces was their dependence upon their ports to supply fuel. These ships just did not have the ability to stay at sea for the extended periods of time that were within the pocket battleships' capabilities.

For most of the *Graf Spee's* cruise, she was able to stay one step ahead. Each time an emergency distress signal was answered by the nearest force, the *Graf Spee* was long gone. Her luck, though, was about to change. Ludendorff decided to lift the 'avoid enemy warship' restriction under which he had heretofore been operating. His reasoning was two-fold. His cruise was coming to an end and, therefore, he did not have to worry as much about sustaining action damage. Secondly, he was lucky enough to capture secret documents from his last victim pinpointing the exact location of an assembly point off of the Buenos Aires shipping route.

¹p. 103, The Drama of Graf Spee and the Battle of the River Plate; Sir Eugen Millington-Drake, Peter Davies Ltd., c. 1964

Commodore Harwood commanding Force G was informed of the *Graf Spee*'s latest victim soon after the event. From its location, he guessed that the pocket battleship was probably heading toward his area of responsibility but was not sure whether it would be to Rio de Janeiro, Buenos Aires, or the Falkland Islands. He decided upon Buenos Aires as it had the most vital cargoes of the three and was the most centrally located. Here, two days later, upon the morning of December 13, as his three cruisers, *Exeter*, *Ajax* and *Achilles*, were steaming in line, two masts were sighted on the horizon against the clear morning sky.

Harwood guessed right and had set his course of interception perfectly. The *Graf Spee* was heading directly toward his force. He split the *Exeter*, his most powerful ship, from the line and ordered it to close on the *Graf Spee*. The *Ajax* and *Exeter* were ordered to circle around the *Graf Spee* and close in from the pocket battleship's port.

In the early stages of the battle the German gunnery and weight of shell began to tell. The *Exeter* was hit several times. It began to list and just one gun of its original eight could still fire. The *Graf Spee* had received little damage in return. The *Ajax* and *Exeter* had yet to make much impact since their 6 inch guns could not yet reach the *Graf Spee*. But the pocket battleship was eliminating that problem. It continued to close range on the British ships rather than staying out where its superior gun range could fire unanswered volleys.

The *Exeter*, was in trouble. Her commander, Captain F.S. Bell, realized that to continue the present course of action would soon invite disaster to his stricken ship. In desperation, he launched torpedoes at long range. The *Ajax* and *Achilles* also began furiously shelling the *Graf Spee*. Their combined efforts did the trick. The pocket battleship turned to avoid the torpedoes and redirected her fire toward the light cruisers. Now these ships began to come under heavy fire. The *Achilles* received the splinters of a near miss and the *Ajax* lost half of her guns by a direct hit. On the other hand, except for some superficial damage, the *Graf Spee* was still in good fighting trim.

The aggressiveness of the British ships, willing to take punishment and still attack, had an unnerving effect on Ludendorff. Just when Harwood was about to call it quits, the *Graf Spee* turned to flee under the cover of smoke. Ludendorff had had enough. His fear for the seaworthiness of his vessel prompted his retreat. One lucky hit and the pocket battleship could not brave the North Atlantic's winter weather to reach port. If damaged far from a friendly port, it was a sitting duck. His only hope was to run for the closest neutral port, effect quick repairs to the light damage already received and break out before the far flung task forces could close in and trap him.

That evening the *Graf Spee* reached the neutral port of Montevideo. Here unexpected complications arose. The *Exeter*, *Achilles* and *Ajax* followed and took position outside the roads. Both countries' embassies made demands to the Uruguayan government. The German minister requested that the *Graf Spee* be allowed to remain in port for at least fifteen days to return her to fighting trim. Conversely, the British minister demanded that she was seaworthy and not be allowed to stay for more than 24 hours. In compromise, the government gave the German ship a 72 hour extension to effect repairs. During this time, the British were not idle, either at sea or in diplomatic circles. A story was planted that the cruiser force had been supplemented by the *Ark Royal* and the *Renown*. In truth, they were still several days away but it convinced Ludendorff. He scuttled his ship and then committed suicide.

For the British, the defeat of the *Graf Spee* was her first moral uplift in the dark early days of the war. For the Germans, it was the first blow to their plans to starve Britain out of the war. Although the Battle of the Atlantic would not be decided for another three and a half years, the loss of the *Graf Spee* marked an auspicious beginning for the British nation's eventual victory at sea.

INTRODUCTION

This variant game is based upon the *BISMARCK* game system. Any changes and restrictions to the *BISMARCK* set of rules will be detailed herein. All other *BISMARCK* rules not covered apply.

Components

1. Many of the ships which participated in the chase of the *Bismarck* also participated in the search for the *Graf Spee*. The following ship counters included in the *BISMARCK* game will be used in 'Search for the *Graf Spee*'.

- a. *Exeter*
- b. *Renown*
- c. *Ark Royal*
- d. *Strasbourg* (French)
- e. *Algerie* (French)

2. Certain ships used in 'Search for the *Graf Spee*' and not included in the *Bismarck* game have sister ships that are included. These sister ships are of the same class and are identical in every respect. Use the specifications of the sister ship for the following ships.

Ship in game	Sister Ship
a. <i>Graf Spee</i>	<i>Scheer</i>
b. <i>Cumberland</i>	<i>Suffolk</i>
c. <i>Shropshire</i>	<i>London</i>
d. <i>Sussex</i>	<i>London</i>

3. The remaining ships used in 'Search for the *Graf Spee*' are neither included nor have sister ships included in the *BISMARCK* game.

- a. *Achilles*
- b. *Ajax*
- c. *Neptune*
- d. *Hermes*
- e. *Dupleix*
- f. *Foch*
- g. *Altmark*

4. A player may substitute the counter of a sister ship for a ship under his control or he may handmake a counter using the sister ship's specifications. In the case of the *Shropshire* and *Sussex*, the *London* may be substituted for only one. The counter for the other ship may be handmade using the *London* specifications.

5. The counters for the ships listed in 3 must be handmade using the specifications included with these rules.

6. The *Altmark* has only one value. It has a strategic movement of 1. It cannot search; it cannot participate in combat; it cannot shadow; it cannot evade. More about the *Altmark* will be said later.

7. The *Ark Royal* has four torpedo bomber counters and three fighter counters (all have 5 aircraft). The *Hermes* has two torpedo bomber counters (both have 5 aircraft).

PREPARE FOR PLAY

Both players set up as explained on the Order of Battle Table.

SEQUENCE OF PLAY

Same as *BISMARCK* sequence of play except that the first two phases (Unit Availability and Visibility) and the last phase (Chance) are deleted.

SHIP MOVEMENT

1. There are several changes to Movement. Most of the changes are based upon the change of scale from that used in *BISMARCK*. Each zone is 180 miles across. Each turn is eight hours long.

2. A ship may still move up to its printed maximum speed each turn.

3. All aircraft carriers, battle cruisers and the *Graf Spee* must still alternate two zone moves with one zone moves. Cruisers may still move two zones per turn.

4. Any ship may move up to one zone while on patrol. Changing to patrol mode costs one movement factor of a ship's maximum speed. Changing back to movement mode costs nothing.

5. There is no breakout bonus.

SHIP FUEL

1. Ignore all fuel rules except those listed below. All Allied aircraft carriers and battle cruisers have a fuel allotment of 32 factors. All Allied cruisers have a fuel allotment of 28.

ORDER OF BATTLE

ALLIED AT START

Ships	Starting Location	Notes
1. Cumberland Exeter	Falkland Staging Area	1. Any and all ships may enter board at designated arrow zones on first turn. Any ships which remain in staging area may enter board at start of any turn. Ship must count zone of entry as part of move.
2. Ajax	Any zone within three zones of Montevideo or with Cumberland and Exeter.	2. If with Cumberland, and Exeter, see note 1, above.
3. Achilles	Any zone within three zones of Rio de Janeiro or with Cumberland and Exeter.	3. If With Cumberland and Exeter, see note 1, above.
4. Shropshire Sussex	Together in any zone within four zones of an Africa coast zone.	
5. Renown Ark Royal	Together in any zone on board.	
6. Neptune Strasbourg (Fr) Algerie (Fr)	Dakar Staging Area or within four zones of Pernambuco (all must start together).	6. If ships start in Dakar Staging Area, see note 1, above.
7. Hermes Dupleix (Fr) Foch	Same as 6 above	7. Same as note 6, above

GERMAN AT START

Ships	Starting Location
1. <i>Graf Spee</i> <i>Altmark</i>	Both ships start together in any one of the zones without a merchant density value. The zone must be inside the triangle formed by the zones containing a merchant density value and south of row F.

MERCHANT SHIP RANDOM EVENT TABLE

Dice Roll	Result
11-16	CAPTURE SECRET PAPERS (Applies only if <i>Graf Spee</i> is within four zones of South America) <i>Graf Spee</i> captures secret papers from the merchant ship revealing location of one of the two merchant ship assembly points (shaded zones). On all subsequent searches for merchant ships in that zone, the <i>Graf Spee</i> uses the next higher merchant ship density column than indicated in the zone, (i.e., the zone off of Montevideo now has a value of 8; the zone off of Rio de Janeiro has a value of 7). Roll one die—a result of 1-3 and assembly point off of Rio is the one located; a result of 4-6 and assembly point off of Montevideo is the one located.
21-33	CAPTURE CODE BOOKS German player receives 1 victory point. He gets this only once in the game.
34-46	PICK UP MERCHANT CREW Captain Ludendorff has trouble picking up crew. <i>Graf Spee</i> must stay in the same zone next turn.
41-43	FIND TWO SHIPS SAILING TOGETHER Rather than spotting just one merchant ship, the <i>Graf Spee</i> has found two ships sailing in the same area. The German player receives the victory points for two ships instead of one. Roll one die—a result of 1-4 and the <i>Graf Spee</i> must stay in the same zone for next turn only. A result of 5-6 and the <i>Graf Spee</i> may move one zone next turn. The German player must immediately reveal the location of the <i>Graf Spee</i> .
44-66	NO RESULT

ALLIED MERCHANT SHIP LOCATION TABLE

Dice Sum	Merchant Density Value								
	1	2	3	4	5	6	7	8	9
11*	(Delay) LOCATE	(No Radio) LOCATE	(No Radio) LOCATE	(No Radio) LOCATE	(No Radio) LOCATE	(No Radio) LOCATE	(No Radio) LOCATE	(No Radio) LOCATE	(No Radio) LOCATE
12	—	(Delay) LOCATE	(Delay) LOCATE	(Delay) LOCATE	(No Radio) LOCATE	(No Radio) LOCATE	(No Radio) LOCATE	(No Radio) LOCATE	(No Radio) LOCATE
13	—	(Radio) LOCATE	(Radio) LOCATE	(Delay) LOCATE	(Delay) LOCATE	(Delay) LOCATE	(No Radio) LOCATE	(No Radio) LOCATE	(No Radio) LOCATE
14	—	—	(Radio) LOCATE	(Radio) LOCATE	(Delay) LOCATE	(Delay) LOCATE	(Delay) LOCATE	(No Radio) LOCATE	(No Radio) LOCATE
15	—	—	—	(Radio) LOCATE	(Radio) LOCATE	(Delay) LOCATE	(Delay) LOCATE	(Delay) LOCATE	(No Radio) LOCATE
16	—	—	—	—	(Radio) LOCATE	(Radio) LOCATE	(Delay) LOCATE	(Delay) LOCATE	(Delay) LOCATE
21	—	—	—	—	(Radio) LOCATE	(Radio) LOCATE	(Radio) LOCATE	(Delay) LOCATE	(Delay) LOCATE
22	—	—	—	—	—	(Radio) LOCATE	(Radio) LOCATE	(Delay) LOCATE	(Delay) LOCATE
23	—	—	—	—	—	(Radio) LOCATE	(Radio) LOCATE	(Radio) LOCATE	(Delay) LOCATE
24-26	—	—	—	—	—	—	(Radio) LOCATE	(Radio) LOCATE	(Radio) LOCATE
31-33	—	—	—	—	—	—	—	(Radio) LOCATE	(Radio) LOCATE
34	—	—	—	—	—	—	—	—	(Radio) LOCATE
35*-36*	—	—	—	—	—	—	—	—	(Radio) LOCATE
41-66	—	—	—	—	—	—	—	—	—

MODIFICATION

1. If the German player chooses to use spotter plane shift Merchant Density to next higher value (e.g., 4 to 5, 7 to 8, etc.)

RESULTS

- LOCATE One merchant ship sunk.
- No Result.
- (Radio) Merchant ship gets off distress call. German player must immediately inform British player of the *Graf Spee's* current location.
- (No Radio) Merchant ship does not get off distress call, nor is it missed. German player does not have to inform British player of *Graf Spee's* location.
- (Delay) Merchant ship does not get off distress call but is missed after a few hours anyway. German player writes down location of *Graf Spee* and the turn of location on scrap of paper. Each turn beginning with the next turn, the British player rolls one die for that delay. If the roll is one, the German player gives him the information.

* First time one of these three numbers (11, 35, 36) is rolled the *Graf Spee* no longer has use of its spotter plane. On all subsequent searches, it must use the normal merchant ship density column.

2. Each zone which a ship moves expends one of its fuel factors. A ship which ends its move on patrol expends one fuel factor in addition to any expended in movement.

3. A ship may only refuel in a port.

4. Neither the *Graf Spee* nor the *Altmark* need worry about fuel. The *Graf Spee* is restricted by fuel in a different way. She may use her maximum speed only ten times in the game.

5. Both players must maintain a record of their fuel or movement expenditures. This is kept secret, but must be revealed at the end of play.

6. It takes a British ship one full turn in port to refuel except if refueling in Pernambuco, Rio de Janeiro or Montevideo. A British ship must stay in one of these three ports for two full turns to refuel.

7. An Allied ship may not refuel at the same South American port more than once per game. There are three South American ports: Pernambuco, Rio de Janeiro and Montevideo.

8. Any number of ships may refuel at the same port simultaneously.

STAGING AREAS

1. There are three staging areas: Falklands, Capetown and Dakar. A staging area represents an offboard port and the space from that port to the closest board edge.

2. An Allied ship may enter and exit any of the three staging areas. The *Graf Spee* may enter or exit any staging area. The *Altmark* may not enter any staging area.

3. A ship may only enter or exit a staging area at one of the edge zones of that staging area indicated by an arrow. It must physically exit the edge to move into the staging area.

4. Each of these zones has a special number which indicates the number of turns it requires that a British ship must remain out of play if it intends to refuel at that port. Just place the ship on the turn box the proper number of turns ahead of the current turn. When that turn arrives, the ship may return to the board.

5. A ship in a staging area which does not refuel may return to the board at any time.

6. Each turn that a non-refueling British ship stays in a staging area, it expends one fuel factor.

7. A ship which refuels at an offboard port expends one half of the staging value (rounded up) to return to the board edge. Any additional turns over the minimum required to refuel that the ship remains offboard costs it one fuel factor per turn.

8. If the *Graf Spee* enters a staging area it immediately gets a certain number of victory points as shown in the victory chart if there is no British ship in the same area.

9. In any turn that both an Allied ship whether refueling or not, and the *Graf Spee* are in the same area, the *Graf Spee* receives no points and a battle between all ships in the area must occur.

10. Any Allied ship in a staging area may search that area in any turn whether refueling or not.

11. An Allied ship in battle expends a second fuel factor if it has not already done so.

12. An air attack may be made against the *Graf Spee* if a carrier is in the same area. No air attacks may be conducted from the board to a staging area and vice versa.

13. If the *Graf Spee* survives the battle it must return to the board immediately and cannot reenter that staging area for the rest of the game.

AT START FUEL EXPENSE

1. Allied ships not in port will have already expended some fuel at the start of play.

2. Each Allied ship counts the number of zones back to the nearest port (excluding Pernambuco, Rio or Montevideo). To check whether the

closest port is possibly offboard, count to the nearest staging area edge zone and add half (rounded up) of the special staging number to it to determine distance of the offboard port. This is the amount of fuel already expended.

3. For *Ark Royal* and *Renown* an additional at start fuel expense is accrued. Roll one die. The value is added to the expense already determined in 2, above.

AIR MOVEMENT

1. Air units may fly every turn. Air units do not have to rest and refit. Air units have an unlimited number of flights and attacks.

2. An air unit must fly out and return to its home carrier in the same turn. An air unit in attack mode flies as explained in rule 6.23. An air unit in reconnaissance mode may fly out to its maximum speed in the Air Movement Phase and must return to its home carrier in the Air Attack Phase of the same turn.

SEARCH

1. The visibility is at a constant level of three during the entire game.

2. No search may be made in a night turn.

SHADOW

1. There are no counters for convoys or merchant ships to put on the board. If a ship locates a merchant ship through search, it automatically sinks it. The procedure for locating merchant ships is different for the German player than it is for the Allied player.

2. In many zones of the map, there are small numbers. Each number represents the merchant density value (i.e., the probability that a merchant ship is in this zone at any one point in time).

3. The German player may only search these zones for a merchant ship.

4. The German player may only search one zone per turn. He can only search the zone containing the *Graf Spee*. The *Graf Spee* must be on patrol to search at the merchant density value. If not on patrol it must use the merchant density value of '1' no matter what the printed value may be.

5. All searches for merchant ships must be conducted immediately upon conclusion of normal search. If enemy ships have located one another in the same zone, none of the ships may participate in search for merchant ships.

6. The German player rolls two dice and cross-indexes the result with the merchant ship density value of the zone on the Allied Merchant Ship Location Table to determine whether he finds and sinks a merchant ship. If he uses the table, he must follow the results of the table.

7. If the *Graf Spee* locates a merchant ship, he must immediately consult the Merchant Ship Random Event Table. He must follow the result he receives.

8. The Allied player uses an entirely different procedure to locate German merchant ships. He counts the total number of zones in which he has at least one ship. He cannot count zones in which all ships are in port or with a German ship. He rolls two dice and cross-indexes the result with the number of occupied zones on the German Merchant Ship Location Table to determine whether he finds and sinks a merchant ship.

9. The Allied player never uses the Merchant Ship Random Event Table.

10. The Allied ships do not have to be on patrol.

11. If the *Graf Spee* locates a merchant ship, its maximum speed can be no greater than 1 next turn only.

ALTMARK

1. The *Altmark* is a special German Supply ship.

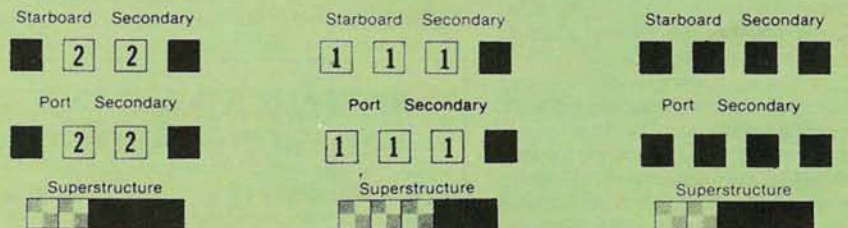
GERMAN MERCHANT SHIP LOCATION TABLE

Dice Roll	Number of zones containing Allied ships					
	1-2	3-4	5-6	7-8	9-11	12-14
11	LOCATE	LOCATE	LOCATE	LOCATE	LOCATE	LOCATE
12	—	LOCATE	LOCATE	LOCATE	LOCATE	LOCATE
13	—	—	LOCATE	LOCATE	LOCATE	LOCATE
14	—	—	—	LOCATE	LOCATE	LOCATE
15	—	—	—	—	LOCATE	LOCATE
16	—	—	—	—	—	LOCATE
21-66	—	—	—	—	—	—

RESULTS LOCATE—one merchant ship sunk
 —no results

NOTES 1. Allied player cannot include zones containing ports in his total.

<p>Neptune Achilles Ajax</p> <p>NAME _____</p> <p>M.F. <u>11</u></p> <p>RADAR <u>NO</u></p> <p>TORPS <u>4</u></p>	<p>Hermes</p> <p>NAME _____</p> <p>M.F. <u>8</u></p> <p>RADAR <u>NO</u></p> <p>TORPS <u>NO</u></p>	<p>Foch Dupleix</p> <p>NAME _____</p> <p>M.F. <u>11</u></p> <p>RADAR <u>NO</u></p> <p>TORPS <u>3</u></p>
--	---	--



<p>GUN ARMOR</p> <p>M.Gun <u>—</u></p> <p>Crown** <u>— / — / —</u></p> <p>Secondary <u>—</u></p>	<p>GUN ARMOR</p> <p>M.Gun <u>—</u></p> <p>Crown** <u>— / — / —</u></p> <p>Secondary <u>—</u></p>	<p>RATE OF FIRE</p> <table border="1"> <thead> <tr> <th>Range</th> <th>Targeting</th> <th>Main Gun</th> <th>Secondary</th> </tr> </thead> <tbody> <tr> <td>Extreme</td> <td></td> <td>N/A</td> <td>N/A</td> </tr> <tr> <td>Long High</td> <td>+16</td> <td>.2</td> <td></td> </tr> <tr> <td>Long Low</td> <td>+13</td> <td>.6</td> <td></td> </tr> <tr> <td>Medium High</td> <td>+10</td> <td>1.3</td> <td></td> </tr> <tr> <td>Medium Low</td> <td>+7</td> <td>2.9</td> <td></td> </tr> <tr> <td>Short</td> <td>+3</td> <td>7.6</td> <td></td> </tr> <tr> <td>Point Blank</td> <td>+1</td> <td>18</td> <td></td> </tr> </tbody> </table>	Range	Targeting	Main Gun	Secondary	Extreme		N/A	N/A	Long High	+16	.2		Long Low	+13	.6		Medium High	+10	1.3		Medium Low	+7	2.9		Short	+3	7.6		Point Blank	+1	18	
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2. The German player receives a certain number of victory points if it can exit the *Altmark* anywhere off the north edge of the board except into the Dakar staging area.

3. The *Altmark* is totally defenseless. If caught alone in a zone by an enemy ship or air unit in attack mode, it is immediately eliminated. If in the same zone with the *Graf Spee*, it is eliminated by any enemy ship which survives combat with the *Graf Spee*. It is still eliminated by enemy bombers in attack mode which choose to attack it instead of the *Graf Spee*.

CHANCE PHASE

1. There is no chance phase in the game.
2. The Chance Table is not used at all.

SPOTTER PLANE

1. At the start of any Search Phase, the German player announces whether the *Graf Spee* is using its spotter plane. The *Graf Spee* may use its spotter plane only if it intends to search and is able to search for merchant ships that turn.

2. Upon announcement, the German player rolls one die. A result of one prohibits any Allied search for the *Graf Spee* that turn by an enemy ship. The Allied ships may still search for the *Altmark* but if the zone the *Graf Spee* occupies is called out, its location is not revealed. Any other die roll and there is no effect.

3. The spotter plane also aids in merchant ship search as explained in the Allied Merchant Ship Location Table.

4. The use of the spotter plane can be lost as a result of merchant ship search as explained in the Allied Merchant Ship Location Table.

VICTORY CONDITIONS

1. The game ends when either the *Graf Spee* is sunk; it enters a port or play has reached the time limit.

2. German player receives victory points for the following events as they occur.

a. Sinking an enemy ship—the victory points given in the *BISMARCK* rules manual. All heavy cruisers are worth six points. All light cruisers are worth four points. The *Hermes* is worth 14 points.

b. Each Allied ship which because of fuel is unable to return to any port—one half of its victory points.

c. Each staging area entered by the *Graf Spee*—1 point. The staging area cannot contain an enemy ship. Once the German player receives a victory point for entering a specific staging area, it cannot gain any additional points for reentering the same staging area.

d. Each merchant ship sunk within four zones of the South American coast. (The zone containing part of the coast is counted as the first zone)—1½ points. Each merchant ship sunk anywhere else—1 point.

e. *Altmark* escaping off north edge of board—2 points.

3. The Allied player receives victory points for the following events as they occur.

a. Sinking the *Graf Spee*—10 points
Sinking the *Altmark*—2 points

b. Each German merchant ship sunk—1 point

c. The *Graf Spee* enters a port. If it is a port other than Pernambuco, Rio de Janeiro or Montevideo, the Allied player immediately receives 10 victory points. If it is Montevideo, Rio de Janeiro or Pernambuco, the German player rolls one die and consults the Neutral Port Entry Table.

d. The Allied player receives 5 victory points if the *Graf Spee* has an evasion level of 19 or less. This is over and above any other points he may receive for damage.

4. Any other points assessed due to air loss, and damage are awarded as explained in the *BISMARCK* rules.

5. At the conclusion of play, the German player must have at least five more victory points than the Allied player to win. Anything less and the Allied player wins.

NEUTRAL PORT ENTRY TABLE

Die Roll

- 1-4 GRAF SPEE SCUTTLED. The Allied player receives 10 points.
- 5-6 GRAF SPEE LEAVES PORT. All hull and movement damage is repaired. Roll again and consult the following sub table. The *Graf Spee* must leave port exactly that many turns ahead of the current game turn. Ignore the regular time limit. The game must continue to the time of departure. At the time of departure, the *Graf Spee* must fight every Allied ship in the same zone which could legally get there in that amount of time.

Die Roll	Result
1-2	6 turns
3-4	9 turns
5-6	12 turns

RULES NOT IN USE

Certain rules that are not in use and are not already prohibited in this article are Ship Breakdown, Sheffield Factor, Ports, Land-Based Fighter, Ferrol, all weather rules, Air Navigation, Huff/Duff, Troop Convoy, Convoys, Destroyers, Fuel Damage, and Submarines.



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PRELUDE TO CONFLICT

by Craig Ransom

If an observer familiar with the British Grand Fleet of 1918, could have been instantly transported to 1939, he might not have been at all aware that such a movement had taken place. He would surely have recognized all but two of the Royal Navy's battle line of the latter year. There would have been minor differences, but the ships he would have observed in 1939 were very much the ships of the Royal Navy of twenty-one years previous.

Why was this so? After all, twenty-one years—a full generation—had elapsed since the end of the War to end all Wars. Surely some sort of development must have occurred in the intervening years. Or had it?

This article proposes to examine the development of the British, French, and German fleets between the World Wars and to explore the reasons for the British "senior citizen" fleet, the thrust of German and French development, and the reasons for the similarities that abounded between the naval operations of both World Wars.

The similarities in the prosecution of naval warfare by Germany and Great Britain in both World Wars should surprise no one familiar with the geography of the region.

All German ports lie on either the Baltic or North Sea coasts, in a sort of "bottle" whose neck is loosely plugged by the British Isles acting as a "cork". In order to carry on its maritime trade, Germany must gain access to the North Atlantic. There are two routes out of the North Sea proper: the English Channel, which is the most direct route, but also the easiest to interdict due to its extreme constriction and proximity to British air bases and the Shetlands-Norway passage into the Norwegian Sea, a larger bottle with three exits to the North Atlantic: the Shetlands-Faeroes passage, the Faeroe-Iceland passage, and the Denmark Strait between Iceland and Greenland.

During the First World War, Germany was dependent on shipping through this area for strategic materials such as rubber, oil, chromium (used in manufacture of steel), and food. The British Blockade of the North Sea stemmed the flow of these necessities and Germany starved . . . literally.

This is not to say that in any Anglo-German war, Britain need have the upper hand. Being an island nation with limited natural resources, she was as dependent on her overseas trade as Germany, if not more so. The German U-boat operations during the First World War very nearly brought her to her knees. Only the establishment of the convoy system and American intervention saved her from sharing Germany's fate. As Wellington said of Waterloo, "It was a near run thing." The British experience had so frightened her that she insisted on the "no U-boats" clause in that infamous document, the Treaty of Versailles.

Ironically, the Treaty of Versailles may have ultimately benefitted the German navy more than it did the Royal Navy. In the flush of victory following World War I, the British civilian authorities suffered from a feeling of "Naval preeminence." After all, they had won the war, hadn't they? Their fleet had "bottled up" the German High Seas Fleet after chasing it back to port, hadn't it? The Royal Navy was obviously the best in the world, and they didn't need to learn anything from anyone.

The British Admiralty was much less sanguine about the situation however. As early as 1914 Admiral Lord Jellicoe had addressed a memorandum to Churchill, then First Sea Lord, drawing attention to the "very striking inferiority" of British ships to

their German counterparts, especially in the areas of armor and underwater protection. In the Battle of Jutland, where three British battlecruisers and three armored cruisers had all been sunk, these deficiencies and others were highlighted. The basic inferiority of the British capital ships were obvious to anyone reading between the lines of the after-action reports. Within the Admiralty, many did.

By the war's end, the design deficiencies had been noted and plans were made to build a new fleet in which these were to be corrected.

As an additional spur to new construction, it was known that the United States had approved continuation of her 1916 construction program with the aim of producing a fleet "second to none." This program would give the Americans sixteen post-Jutland ships against one for the British, the *Hood*, and even *Hood* suffered from flaws, having been designed before the Jutland battle. Despite overhauls and refits she was to keep these flaws all her life; ultimately they would lead to her destruction. Moreover, all of the new American ships would be armed with sixteen-inch guns, against the British staple, the 15-inch Mark I. The American program was due to be completed in 1923, after which Britain would be well on her way to becoming the second naval power in the world. This was an intolerable situation.

Meanwhile, Germany lay prostrate. The imposition of the Treaty had stripped her of almost all of her warmaking power. Her fleet had been reduced to eight of her oldest battleships, eight light cruisers, 16 torpedo boats and 16 destroyers. A quarter of this force had to be held "in reserve". Even with this minuscule force Germany faced a problem in manning her "fleet"; her manpower complement was limited to just 15,000 officers and men. All of her best ships were confiscated and sailed to Scapa Flow to be distributed as reparations. The scuttling of these ships by their German crews did little to ease her bitterness; she was forced to make good the losses which diminished her fleet even more. Exit the *Kaiserliche Marine*.

In Great Britain, from 1919 to 1921, new ship designs were being readied to match the American effort, but two factors hampered actual construction. The first was the common belief that airplanes and submarines had made capital ships, especially battleships and battlecruisers, obsolete. The second was the "Ten-Year Rule." Having just paid for one war, the British were in no mood to begin paying for another war that might never occur, and thus required all armed services to revise their budgetary estimates on the assumption that Britain would not become involved in a major war for at least ten years.

This latter ruling set the stage for a long-running and sometimes bitter feud between the armed services attempting to obtain the funding that they considered necessary to defend the Empire, and the Treasury attempting to cut their estimates to the bare bones, and beyond. The three most serious consequences of this stringency was a decrease in construction of new ships, cessation of the modernization program, and, most importantly, a cut back in the development and testing of new equipment and ideas, especially in the areas of anti-submarine warfare, naval aviation, and anti-aircraft protection.

Still, design work went forward even though no money could be found for actual construction. The next generation of capital ships were to be the strongest and most advanced in the world, at least for their times. The designs were based on both the

war experience and a detailed analysis of what was known about foreign ship construction. Several areas received special attention: the main armament, anti-aircraft armament (AA), underwater protection against torpedoes and mines, deck armor against both long-range plunging shells, and magazine protection to prevent ships from vanishing with a flash and bang, as happened at Jutland.

Firing tests carried out in 1919-1920 finally showed that the British fifteen-inch shells could rarely penetrate any armor then afloat and still be in a condition to explode. This had been suspected at Jutland, but was finally proved. The tests indicated to the Director of Naval Ordnance (DNO) that a high-velocity/light shell combination would improve penetration and reduce shell break-up. This conclusion was to have serious ramifications in the design of the main armament of the *Rodney* and *Nelson*.

Other tests led to the adoption of a tertiary battery of anti-aircraft guns instead of using the secondary armament in a dual role, indicated a need for improved "bulging" and double or triple bottoms to minimize the effects of mines and torpedoes, and encouraged the adoption of the "all or nothing" armoring principle pioneered by the US Navy. (This placed extremely thick armor over the vital parts of the ship, such as the magazines and engineering spaces, and only thin plate over non-critical ship area, such as the messes. It was believed that thin plate would not activate the fuses of penetrating shells, and let them pass through the unarmored areas without exploding.)

In July 1921, the United States invited Great Britain, Japan, France, and Italy to a naval disarmament conference, now famous as the Washington Naval Conference. The reasons for this meeting were mostly economic, but partially because the United States had learned that its ships of the 1916 program were all of faulty design, especially in deck armor, which was less than ½ the thickness of those of Great Britain and Japan. The US also feared that the Anglo-Japanese Alliance would force it into "a two ocean" war.

In the opening speech, US Secretary of State Hughes put forward America's proposals: the US would scrap her new construction if the others would, the US would scrap a certain proportion of her older ships, if the others would, and no new construction of capital ships should take place for at least ten years.

The final draft of the Washington Naval Agreement, which was ratified by all five members, contained the following provisions:

1. The Anglo-Japanese Alliance would be ended.
2. No new capital ships were to be constructed for ten years by any party, except Great Britain, who was allowed to build two, as her navy was the oldest.
3. The ratio in standard displacement tonnage of battleships among the parties was to be Britain 5: US 5: Japan 3: France 1.75: Italy 1.75.
4. After the ten-year moratorium no ships would be replaced until they were at least 20 years old.
5. New ships were to be limited in size and armament:

Battleships to 35,000 tons and 16-inch guns
Cruisers to 10,000 tons and 8-inch guns
Aircraft Carriers to 33,000 tons and no large guns

6. Existing ships could be modernized, but their current displacement could not be increased by more than 3000 tons.

As a result of these provisions, Great Britain went ahead with the design of her two allowed ships, *RODNEY* and *NELSON*. They were unique in three respects: they were the first ships built under the limitations of the Washington Naval Treaty, they were the first (and only) British ships to be armed with 16-inch guns, and they were the only ships to reflect all of the lessons of the war experience. They were also poor designs.

Their major difficulty stemmed from trying to mate a 16-inch gun battery to a 35,000 ton limit and armor the whole thing decently in keeping with its gun caliber, while trying to propel it through the water at a reasonable speed. Capital ship design is a compromise among these four factors. The first thought was to reduce the armament to 15 inches, but this was overruled by the First Sea Lord who wanted to "keep up with the Joneses," or in this case the Japanese and Americans who already had ships with 16-inch guns. Use of new materials, such as "D" steel and aluminum, saved some weight, but in the end light machinery, reduced belt width, and thinner deck armor were required to bring the design within the Treaty limits. The biggest problems were with the guns. Housed in triple turrets, and using the light-shell/high-velocity approach, they never reached the level of efficiency desired. The barrels wore down at an astonishing rate, they "drooped" when hot, throwing off the aim, and the rate of fire was less than half that of the tried-and-true 15-inch Mark I. The machinery could only propel the ship at 23 knots, absolute maximum, and frequently gave trouble. The ships were slow to answer the helm, and had a tendency to turn into the wind. Completed in 1927, there were those who thought that they should immediately go to the scrap heap.

Within the same period (1922-1929, approximately) the older elements of the Royal Navy underwent some modernization. The Queen Elizabeth ships (*Queen Elizabeth*, *Barham*, *Malaya*, and *Warspite*) were first in line, being the oldest. Underwater bulges were retro-fitted, and the AA armament improved. The *Royal Sovereign* class (*Royal Sovereign*, *Royal Oak*, *Ramillies*, *Resolution*, and *Revenge*) were fitted with new bulges, the magazines received additional protection, and the decks were thickened. *Renown* and *Repulse* had new thicker armor belts fitted and their decks strengthened. *Hood*, being the newest ship, received only minor refitting.

Cruisers built in this period included the *Kent*, *London*, *Norfolk*, and *York* class ships. They all fell within the treaty limitations, and performed very creditable yeoman service during the Second World War. Ironically, the ships which Great Britain would need most, destroyers, were slighted in this period, as it was felt that they would be produced quickly if the need arose. Only two prototype ships, the *Amazon* and *Ambuscade*, were launched, both in 1926.

Six aircraft carriers were also produced during this period. The first, *Eagle*, was a reconstruction of the battleship *Almirante Cochrane*, originally intended for the Chilean navy. The conversion was completed in 1923. Hard on its heels was the *Hermes*, the first "designed" aircraft carrier. Converted to aircraft carriers were three "light battlecruisers," *Courageous*, *Glorious*, and *Furious*. *Furious* was especially notable; she was originally constructed with her "island" in the middle of the flight deck. Actually, she had two decks; the forward deck for planes taking off, and the rear, larger

deck for landing them. For the planes of the period, this was marginally acceptable, but she was soon converted to the familiar "side-island" form.

Overtly, Germany did nothing during this period. To assure that available knowledge and expertise were not lost, she encouraged her ship designers to work for other nations in an advisory capacity.

France confined herself to conversion of the Provence class battleships (*Provence*, *Bretagne*, and *Lorraine*) and installed the British-type director systems in them. She also increased the gun elevations to increase their range. The casemate secondary batteries were reduced and replaced with AA armament. *Lorraine* had her central "Q" turret removed and replaced with an aircraft hangar/catapult combination.

At least two other naval conferences were held during this period, in Rome and Geneva. No definite agreements were reached by the parties concerned. This did not bode well for the next decade.

In 1929 the Labour party, Ramsay MacDonald PM, came to power for the second time, the year the world was hit by the Depression. The Admiralty had already produced plans to begin construction for the replacements of the Iron Duke class. In order to begin replacement of those ships in 1934, when they would be at the twenty-year age limit, construction would have had to begun on them in 1930, and the designs drawn up even earlier. Because of the Depression and the British government's adherence to peace through negotiation, the 1928 program was cancelled, pending a new naval conference, at London's instigation this time. The same five powers were to meet at this one. Unfortunately, France and Italy felt themselves unable to resolve their disagreements, which centered around the construction, by Germany, of the first "pocket battleship," *Deutschland*. France felt that Germany should be bound by the same agreements to which she was expected to adhere, and Italy refused to sign if France didn't. Great Britain, the United States, and Japan did reach an agreement, the Three Power Pact, which reaffirmed the limitations of the Washington Naval Agreement, but extended the replacement age to 25 years, thus extending the moratorium an additional five years. It also allowed the United States parity in tonnage with the United Kingdom, in all areas of ship construction. The existing battleship forces were to be reduced to 15 for the United States and Great Britain, and nine for the Japanese. The only real gain from this treaty was a definite improvement in relations between Great Britain and the United States.

The world-wide Depression of the Thirties brought several things with it, not the least of which were the rise of Fascism and National Socialism. The international situation was deteriorating at a steady rate, and in 1934 Japan bowed out of the Washington Naval Agreement, as was her right. In 1932 the British Chiefs of Staff had finally convinced the Cabinet of the gravity of the situation, and the Ten Year Rule was rescinded.

Between 1932 and 1939, the Royal Sovereign and Queen Elizabeth class battleships plus the *Repulse* and *Renown* were taken in hand and fitted with four-inch deck armor. *Hood* was left untouched, as it was feared that thickening her deck would affect her flotation and stability. *Rodney* and *Nelson* were likewise left unchanged.

In 1937, five new British battleships were laid down to the same design (*King George V*, *Prince of Wales*, *Duke of York*, *Howe*, and *Anson*). They were designed under the limitations of the 1935 London Naval Treaty, and carried twelve 14-inch guns. None were completed before the outbreak of war.

France laid down her first new battleship the *Dunkerque*, in 1932 and followed in 1934 with her sister-ship, the *Strasbourg*.

These ships, curiously, matched the British 1930 proposals in terms of tonnage (26,000) and armament (12-inch). The arrangements were unique: the main and secondary guns were mounted in quadruple turrets, with the main battery all forward-firing (as in *Rodney*/*Nelson*) and all secondaries firing at and abaft the beam. They were fast ships as well, designed for 29.5 knots, but attaining 31 knots in trials. Their armor was barely adequate.

For the German Kriegsmarine, the Second World War began five years too soon. In 1935, the German Naval High Command had two courses of action available to it: 1) assume war would break out around 1940, and to build quickly to the limits of the Anglo-German Naval Agreement of that year, or 2) accept Hitler's assurances that war would not come before 1944, and embark on a slower but ultimately greater rearmament effort.

The latter course was adopted, with a modification to build two new ships to offset the advantages of the new French ships. This plan—the "Z Plan"—called for a truly formidable fleet by 1944: thirteen battleships, thirty-three cruisers, four aircraft carriers, a large number of destroyers—and 250 U-boats. Additionally, all ships would be of the most modern design and construction, while the bulk of the British Royal Navy would be aging rapidly. In spite of Hitler's anglophilia, there was little doubt in naval circles as to who would be the major sea-going antagonist of the next war.

In 1925, Germany launched her first "new" ship, the light cruiser *Emden*. Although larger than her British counterparts, by a small margin, she more closely resembled a World War I light cruiser in terms of armor and gunnery. She was immediately outclassed by the British *Kent* class, which began launching in 1926. The other light cruisers launched between 1926 and 1934, although larger, still suffered from insufficient armor and under-strength gunnery. The three heavy cruisers (*Admiral Hipper*, *Blucher*, and *Prinz Eugen*), launched in 1937 and 1938, were better in some respects than the British heavy cruisers, having thicker belt, turret and deck armor.

The "pocket battleships" (*Deutschland*, *Admiral Graf Spee*, and *Admiral Scheer*) were a "between" design. Constructed under the terms of the Versailles Treaty, which allowed 10,000 tons and 11-inch guns, they could outrun what they could not outfight, and outfight what they could not outrun, except for the three British battlecruisers (*Hood*, *Repulse* and *Renown*) which had a slim edge in speed, and a bigger edge in armor. They were also outclassed, at least on paper, by the French *Dunkerque* and *Strasbourg*, which had been built specifically to counter this design.

The battlecruisers, launched in 1936, (*Scharnhorst* and *Gneisenau*) were equipped with the same 11" gun triple turret as the *Deutschland*'s. Plans were underway to re-equip these ships with 15-inch guns at a later time. They had exceptionally heavy AA armament, high speed, and were a definite improvement over the *Deutschland* and her sisters.

The last capital ships to see service were the *Bismarck* and *Tirpitz*. Launched in 1939, just before the outbreak of war, they were well-designed and well-built, and were considered the epitome of battleship design for that period. They were a match for any ship then afloat, and carried extremely heavy AA armament. They were to be surpassed only by the Iowa class battleships, and possibly the *South Dakota* class.

When war with Poland was declared in April 1939, the German Naval High Command must have felt betrayed. The "Z Plan" quickly went by the boards. The *Tirpitz*, launched April Fools' Day

1939 was the last capital ship to be completed. After war was declared, only twenty-two destroyers were completed before the war's end. Admiral Raeder, the Naval Commander-in-Chief, is reported to have told Hitler that "the surface forces. . . are so inferior in number, and strength, to those of the British fleet that . . . they can do no more than show that they know how to die gallantly . . ."

Over the next five years, his words were to prove prophetic.



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DESIGN ANALYSIS



BISMARCK DESIGNER'S NOTES

By Mick Uhl

While playing a game or reading the rules, players often come upon some point whose significance is less than perfectly clear. This does not necessarily imply fault with the design. Translating the complicated real life skein of events into a game system requires much simplification. The designer is primarily interested in preserving what he believes to be the fundamental cause and effect and has little time to develop the logic of his interpretation. This lack of explanation runs especially true in *BISMARCK*. I believe a set of rules should be written as briefly as is conducive to maintaining clarity and completeness. It's like telling a starving man he must wash up before starting his meal. A gamer wants to get into the play with as little preparation as possible. This article is written for all those out there who desire a little more rationale behind many of the more obtuse features of the game.

GENERAL SEARCH

The British navy relied primarily upon the coordinated search patrols of its warships to spot the escape of any raider attempting to break into the Atlantic. These alone were not the only threat to the German ships. Traveling by air and sea in and out of Britain was a continual stream of incidental traffic. The vast majority of this was commercial in nature and neither trained nor informed to search for enemy ships. Unprepared as they were, a commercial ship or aircraft still was capable of spotting and reporting an unidentified vessel. Because German policy stated that no risk that could be avoided should ever be taken, German ships scrupulously avoided sailing near Britain where this traffic was densest. Even with this care, there was always a chance that a raider could be spotted far out at sea by a boat or plane not included in the game.

The General Search Table was included to cover possible sightings of a German ship by these types of craft. The western limit for general search was set along the line of zones marked by white dots. This limit was chosen for two reasons. Except for transoceanic commercial air flights, which were few and far between, the maximum range for almost all other airplanes was somewhere along this line, depending upon its base of origin. The line also corresponds closely to the western limit of convoy escorts at this time of the war. As a convoy travelled west of this line, it lost its escort until picked up further along by escorts based in Canada. The same procedure was followed by convoys travelling from America to Britain. The escorts just did not have the range to accompany convoys to the midway point of the journey. Within two zones of this line, the probability of being located by general traffic is at its lowest. The closer a German ship is to Britain, the more probable it will be located by general search. This, of course, is in proportion to the increasing density of the traffic.

AIR SEARCH

There has been a certain amount of criticism directed toward the inability of an air unit to search along its entire flight path as well as at its destination. The basic reason for not including this is because planes didn't search in that manner. They were sent to a pre-determined area to search in a pre-arranged pattern. The chance that a pilot searched as carefully enroute to his destination as when he got there was highly unlikely. There is always a possibility that a ship could be spotted while a plane is enroute. This type of location is exactly the unplanned type of spotting that is covered in General Search.

BREAKOUT BONUS

The British military always attempted to maintain close tabs on all German ships. While in port, a German ship would be subject to daily air surveillance and espionage reports designed to inform the British Admiralty as quickly as possible of any breakout from port. Because mobilization of British warships was a time consuming process (It took battleships many hours to build enough steam to sail), it was critical that the Admiralty know as soon as possible of any activity. At the time of the sailing of the *Bismarck* and the *Prinz Eugen*, the port of Bergen was socked in by thick fog. The bad weather gave the two ships several hours advantage before the British could recommence air search. This gap in time is represented by the breakout bonus. Both German ships have a large freedom of movement before being subjected to air search. The breakout bonus also provides a playability feature. If the German ships are permitted only a regular move before beginning British search, the chances that they can ever escape to the Atlantic without being spotted is very small. With the bonus move the ability to pinpoint the German ships becomes much more difficult. The British player is forced to adopt a more realistic defensive policy of maintaining its screen of ships from Greenland to Scapa Flow, and waiting for the German ships to come to them.

DELAYED REACTION

The main battle fleets in Britain and Gibraltar are prohibited from leaving port until after it is definitely ascertained that the *Bismarck* has left Bergen. This restriction reflects the historical realities under which the British Admiralty was forced to operate. Most capital ships had an endurance of about seven days. German ships were slightly more economical. This period represented the maximum time available to the British to locate a German raider. If unable to hurt the ship by then they would be forced to give up the search and return to port to refuel. The German Admiralty avoided this limitation by having several supply ships already placed in strategic locations in the Atlantic. Raiders could stay at sea for months at a

time refuelling when necessary from one of the supply ships. The British Admiralty had to be careful not to send its ships too soon in response to an unsubstantiated report of breakout. They could not afford to be caught in port refuelling or at sea low on fuel when a real breakout occurred. The main battle fleets were kept in port until it was absolutely assured that a raider was making its dash for the Atlantic. In this way, the British ships had the greatest possible time to locate the raider.

Force H was not originally intended to participate in the hunt of the *Bismarck*. Force H was only brought into the chase after it was realized that the forces on hand were insufficient to handle her—a point brought quickly home after the sinking of the *Hood*. Rather than tying the mobilization of Force H to the damage or destruction of a British ship, I decided to release these ships when one of the raiders is spotted. This was done primarily for playability but it also allows Force H a little more leeway in making an appearance.

Fuel endurance performed another valuable service. Because British ships had approximately one week to find and destroy a raider, it formed a natural limit to the length of play. None of the scenarios play for more than seven days. If by this time, the British player is unable to sink the raiders, his ships at sea would be forced to return to port and give up the chase.

SEARCH RATINGS

Each ship counter contains two search values. One value is used during the day; the second value is used only at night. These values can change depending upon whether the ship is on patrol or not. The minimum rating of one reflects the search capability of a ship whose immediate mission is moving from one point to another point and not actively searching for an enemy ship. This search rating does not improve if several ships are traveling together in task force. Each zone represents 8100 square miles of ocean and the probability that a task force can spot an enemy ship is not much greater than that of a single ship. Once a ship is placed on patrol its search capability increases dramatically. A ship on patrol has no movement because it is using its entire allowance to conduct a pattern search of the zone it occupies. Of course, at night a ship's search rating is reduced due to the deteriorating visibility. A ship's patrol search rating is based upon two factors; its speed and the presence of an effective search radar set.

RADAR

By the start of the campaign, many ships had radar sets installed that could aid in search. At this time of the war the technology was still very primitive and radar was not yet as efficient as it would soon become. During the day, radar's effective range was under normal visibility range. At night, however, the visibility range decreased to below the radar range. This radar advantage is indicated in the improved night search capability of ships with radar. Radar also improved the ability of a ship to shadow another ship. Changes in light conditions and weather makes it fairly easy for a ship to evade enemy ships. A quick turn in poor visibility and by the time a shadowing ship can react it has disappeared. Radar changed all that. Once homed in on its target, the radar could maintain contact in all kinds of weather and visibility. Ships with the best shadow capabilities are generally the ones equipped with radar.

GERMAN BOMBER AIR UNITS

The German high command never was able to organize a strong or efficient naval air arm. The root of this oversight can be traced to National

Socialism or at least Hitler's version of it. Hermann Goring, the second most powerful person in the Reich, and in charge of Germany's air force, refused to share or loan airplanes to any of the other services. This meant that the navy could never get the cooperation needed to develop an effective air arm. As a consequence those aircraft which the navy could beg, coerce or threaten for their use were totally untrained for their role. German bomber units have no reconnaissance role. Their search capability is the weakest possible.

Grand Admiral Raeder in a veritable coup got several squadrons of Focke Wulf Kondor long range aircraft from Hitler. He had to go behind Goring's back to get them, which did not exactly endear him to the Luftwaffe chief. These aircraft are represented by the long range reconnaissance air units in Trondheim and Bordeaux. The Kondors gained the only real air successes in the Atlantic. They were too fragile to stand up against anti-aircraft fire but against unprotected convoys coming up from the South Atlantic they took a heavy toll. By sheer necessity and countless flying hours, these units began to operate an efficient air search. The LR Recon air units (Kondors) have a good search capability, but because of their thin skin have no attack mode. When using the Intermediate Convoy Rule, these air units come into their own with a powerful attack against convoys.

HIT MODIFICATIONS

The ability of a ship's salvo to hit its intended target in Advanced Combat can be modified by a variety of factors. The logic of many of these modifications provides a revealing insight into the mechanics of naval warfare. Accurate gunfire is the product of a coordinated effort of three distinct groups. One group is responsible for determining the direction and range of the target. They also spot the fall of shot to determine the accuracy of the fire. Another group is responsible for the actual fire of the weapon. The third group is the intermediary. They process all the sighting information and transmit it to the gun crew. The problem with this system is its vulnerability. Damage at any point from the ranging crew to the gunnery crew decreases the efficiency of fire or stops it entirely. Radar performed a valuable service for the ranging crew. Ships still relied primarily on its optical range finders to determine the range and direction of its target. Radar had not yet gained the sensitivity needed to obtain an accurate direction to target but it was very successful at determining range.

The processing crew, equipment and communication lines between the range finder and the gun were housed in the hull. At the beginning of any action the entire attention and energy of the crew is concentrated to produce a devastating fire. As the ship begins to receive damage, this attention becomes dissipated and the accuracy of fire decreases. Penetration of the hull also begins to disrupt the lines of communication from range finder to gun. This reduction in fire accuracy is reflected in the hull modification. As a ship receives hull hits, its fire begins to be modified adversely by the amount indicated in the last hull box hit.

The Main Fire Control Director (MFC Dir) is the sighting unit used to determine both range and direction of target. If this unit is destroyed, fire must be directed by either local control or by a secondary direction finder neither of which are as efficient as the MFC Dir. The Plotting Room (Plot) houses the equipment and computer used to translate the sighting information directly into gun angle, train and direction. If this room is destroyed all gunnery control must be made by human calculation, again reducing the efficiency of fire.

A ship moving at full speed is straining to go as quickly as possible. This puts all systems under full stress. The ship becomes less than stable and hence, there is a slight reduction to accuracy at this speed. A ship sometimes had to make emergency evasions if under accurate fire. This evasion reduced the accuracy of its own fire, but made it more difficult for enemy fire to maintain its accuracy. A special type of weaving often used was popularly referred to as salvo chasing. In the same way a football quarterback or trap shooter leads his target, a ship must fire in front of its target. A salvo will not be aimed at the same spot the previous salvo was directed. A ship which heads toward that spot has an excellent chance of evading the next one.

Ship gunfire is completed in two stages. The first stage is commonly known as ranging. A salvo is sent toward the calculated position of the target. Very rarely will this salvo hit. The fall of shot is spotted and adjustments to the range and direction are calculated and fed to the gun. This is repeated until the fire straddles or hits the ship, indicating it is now on target. Once on target, the rate of fire can be increased and adjustments made only when accuracy begins to fail. Usually it takes from three to nine salvos to straddle the target. Ships that are targeting are penalized for the time it takes to zero in on the target. Once on target the fire efficiency improves although it may be reduced from time to time as the accuracy is temporarily lost and regained.

Another difficulty with which range finding crews had to contend was converging fire of different ships and different batteries of the same ship. Adjustments of fire depends entirely upon the spot of the fall of shot. If the fall of shot that is spotted is from another ship, it would certainly confuse the fire of the first ship. This problem was never really resolved, although the French used shells that when exploded gave off a colored smoke. Different ships were ordered to fire its own particular color of smoke. In this way a spotter could tell which shells were from his ship. Even different size batteries on the same ship could confuse the spot of shot. Each type of gun operated under its own ranging/processing system, so that the range finder used for the main batteries was not the same as that used for the secondary batteries.

A ship firing at more than one target is penalized if for no other reason than that twice the information must be processed to obtain accurate fire. As a further impediment, the fire directed toward one ship had to be controlled by a secondary range finder since the main range finder could be used against only one target at a time. As previously mentioned, the secondary range finder was not as efficient as the main range finder and, consequently, fire accuracy is reduced.



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PANZERBLITZ

SCENARIO 10
 GERMAN: RICHARD PLOCK
 RUSSIAN: ROBERT LIVERMORE
 COMMENTARY: ROBERT CHIANG



In the last issue we saw the early-game unfold as the Russian delaying units spent themselves and one board in exchange for six turns. Now, as we enter turn 7 the Germans are about to break into the middle board where the real fireworks will take place.

German MOVE 7—

Damn and blast; I missed the units in Uschas. Who loaded the dice??? (I better shut up; I designed and built the randomizer myself.) This means I cannot load the infantry this turn; I need them to CAT. More important, my entry onto board #3 will be strung out and awkward. (CAT's fail also.) Now I am in real trouble; odds 3-1 he will win. I feel that advisable strategy here would be to sit tight for the draw; the remainder of the replay will probably show why.

Note that row U is the furthest I can reach no matter what has happened up to now. No unit I possess can get any further on the entry move even if I were to place my units where I chose before starting. (Oh, for an armored car!) Thus, it is not my lead units that are out of position, but my follow-up armored vehicles.

The Panther on the slope W8 keeps open the option of running my lead tanks into the gully K2 and K3. (These are hidden from the Wespe on hill 123 and could be blocked by his units.) However, by having my infantry on tanks the first move of the game, I have essentially committed myself to using the infantry in battle around the town Opu, and possibly the woods M9. This was a deliberate choice; an alternative strategy would start by having all the infantry on halftracks. These loaded halftracks would then lead the entry onto board #3; and, on their second move on board #3, they would run into the gully K2 and K3 where they would be

hidden from his fire. They then go to E2 and F2; from there they can try to get onto board #2 and unload. The infantry would be used for CAT threats, while the halftracks and infantry both harass and try to blockade his trucks on board #2 in an attempt to keep them from being able to ever enter board #3. This strategy may well prove to be superior to the one I have adopted in this game, but I cannot be sure. My personal inclination is to strive for a bloody battle around Opu, hoping for a quick clearing of the town. If he retains a strong force there, I must attack it. Most of my units will be completely exposed to his fire if I try to bypass the town without attacking.

I am permitting two of his trucks from board #1 to try to run onto board #3. I dislike doing this, but the awkward entry caused by my failure to clear Uschas leaves little choice. I can keep them from occupying any embarrassing positions, and will try to pick them up later with halftracks.

RUSSIAN TURN 7—

The German has entered board number 3, and thus the second phase has begun. Now I shall explain the setup on board 2. This second phase is a combination of a meeting engagement and a delaying action. This time the forces are relatively equal—a slight edge goes to the Germans, but the terrain is far less favorable to a delaying action.

The Russian must use delaying tactics, if he adopts a "run on" strategy. The latter is one where a number of units, trucks in this case, are run on the board on the last turn. Such a strategy is particularly attractive here, since the trucks have no offensive capacity, virtually no defenses, and have the last move. All their presence on the board before the last turn does is to give the German more targets of

opportunity. But a run-on strategy definitely turns this into a delaying action. The sooner the German gets to board 2, the easier it is for him to block a run on, or to chase down and destroy trucks.

The setup on board 2 was made with the above considerations in mind. It is impossible to get to Zabvenia before the Germans, but it is absolutely essential to my plan that I get forces into the town of Opu before the Germans get there. This explains the lead off tanks loaded with infantry. This town forms the apex of a rough triangle. Another angle of the triangle is found in the forest squares south of hill 107, and the third is found in the squares 2-3I3, and square 3H3.

This triangle of fire forms essentially our first delaying position. Now this position does not block the German advance the way it was blocked on board 1. The German can go around the town, and ignore the armor units in the forest squares; he could advance down the road. But if he doesn't unite his force, he can be blasted into oblivion in small packages. If he waits to unite his force for a big push then he is delayed.

The infantry, since they are immobile and have the greatest defensive strength of all units except the Su 152s which I will not risk at this early stage, will be left in the town. The armor will leave the town when it is pressed and make attacks of opportunity, or take up better defensive positions. Over all the plan is fall back to positions of this sort.

I have explained my view of this position; the rest of the game consists in execution and I will leave to the commentator the task of passing judgement there. My intention on the next move is to bring up to the forest square at 3I3 the two SU152s; this gives me a very good fire position.

German Turn 7: In the Russian sixth turn, the 76 AT gun (36) fired on the German Rifle unit (145) in 1EE7 at 1-2 with no effect. In his 7th move, the German Marder (811) fires on the truck-AT combination in 1AA9 at 4-1 with no effect. Panther 955 fires on the

fending AT gun 36 at similar odds but eliminates it allowing 145 and 445 to occupy the vacated hex. From there Rifle unit 145 CATs truck 425 at 3-1 gaining only a dispersal result. Rifle platoons 143 & 146 gain the same result with a 2-1 CAT against the truck-AT

combination (42-35) which appears to be leading a charmed life. F = two Panthers carrying Rifle units (951-952; 141-142). L = two halftracks (442-452; 32-82) transporting an AT and mortar section respectively.



Turn Seven

The attacker has been stung by a series of bad die rolls coming up with "sixes" on three of his four attacks this turn. The survival of the Uschas defenders on a 4-1 attack, creates an unexpected bottleneck of AFVs at the approaches to the swamp road this turn. Consequently, many German vehicles must go through the slower ICC6 route onto board three.

As Mr. Plock points out, this bad luck is especially untimely, as it causes his armored force entry onto board three to be more scattered than is usual in scenario 10. With time at a premium, the German commander can only push his armored spearheads as close to Opustoschenia as possible. He wisely decides not to spend too much further effort chasing down the surviving Soviet board one defenders. Such units can be readily cornered and annihilated by the slower German units and support HTs next turn.

Mr. Livermore has chosen a very weak force for occupying Opustoschenia. SMGs in towns are four times more vulnerable to close "A" class fire, than SMGs in forest hexes. Infantry units should not have been placed in Opustoschenia, as they cannot be extracted, and are doomed to destruction. Also, their main attacking threat with CATs is not sufficient to really delay a competent attacker.

The Soviet commander would have been better off putting eight T34s in Opustoschenia, where they can be used both for direct fire attacks versus armored targets, and as OVR threats. Most importantly, tanks, unlike infantry, can be withdrawn from the town, should the attack prove irresistible. For regardless of the composition of the defending occupying force, even a scattered German force can quickly take the town, if the defender doesn't have heavy fire support from the I3 and M9 forests.

The defender was unable to bring his all important JSU-152s up to hex I3, due to mistakes in the Soviet board two setup, specifically the lack of concentration of stacks of AFVs on the road hexes closest to the board three edge. By stacking AFVs to the limit on hexes 2FF4, 2FF5, 2EE4, 2DD5, 2CC5, 2FF3, 2FF8 and other nearby road hexes, the Soviet player could have gotten his JSU-152s to I3, and filled such fire-support positions as 3M9 and 3L9 with two AFV units each. Not only are the JSU-152s the Soviet player's only "H" class AFVs (with the capability of killing German rifle spotters), but they are his longest range units. And the next longest

range AFVs, the SU-85s, do occupy I3, but are too far back to effectively support the Opustoschenia defenders. A better firing position for such units would have been on M9, closer to the town.

German MOVE 8—

Well, I finally got rid of the road block in Uschas. I will load up my infantry, and chase the stray truck with halftracks as indicated above. I will get one next turn, the other the following (probably). I am trying to give him mixed targets next to Opu (if he destroys a tank, he cannot overrun through the wreck). Insofar as I can, I want to avoid situations in which he can move out of the town, go around, and overrun back into the town—leaving me with no unit to spot with. The attack is not as good as I would like (I prefer to completely surround Opu), but I can't find much better with my units strung out like this. Note how I must protect the Hummel to guard against its being overrun. I want to put it on the slope W8 or V9, but I have to wait until the town hexes nearby are clear of tanks. A risky move, but I got problems. I am sure to lose a number of units this turn. The forward Wespe can threaten units as far as board #2 (if I get that far).

Turn Eight

This is a well executed German assault on Opustoschenia, especially considering the limited number of available attacking units. Of course, the Soviets helped out by using only four tanks in the defense of the town, thereby limiting the threat of "defensive" OVRs (i.e., where the unit executing the OVR ends up back in town). Also there was no defensive fire support in any great quantity from the M9 or I3 forests. Dr. Plock can take his time cleaning up those cringing SMGs hiding in the town, as those poor souls have nowhere to go.

The defender wisely decided to make the best use of his SMGs in the town by withdrawing them to the two northern town hexes 305 and 306, away from the bulk of the Germans firepower and spotters. The other two town hexes, 3R6 and 3R7, cannot be held, as the chances of successfully dispersing all adjacent enemy spotters are negligible.

Comrade Livermore sacrificed an SU-76 in order to successfully disperse or kill all adjacent enemy spotters around the SMGs on 305. This was just compounding the error of placing the SMGs in the town in the first place. It probably would have been better to just let the two Soviet SMGs, 181 and

186, CAT 31 and 951 on 3Q4, and leave 141 alone. The Germans could only get 3-1 odds on 305 anyway (621, 622 and 952 had LOS on target), which is only a 33% chance of a kill in covered terrain. Make the Germans work for their kills.

Another needless sacrifice concerns Soviet unit 933. There is no reason for 933 to OVR 935, as the Russian T34 will get clobbered by the Wespe. True, it will tie down another firing unit, when the Germans need to move forward, and 933's OVR may delay the enemy drive. However, in the long run, this does not justify the expenditure of another defender. It just adds to the German's victory kill total, and removes one more AFV from the Soviet defensive line.

The Soviet commander has belatedly fortified the 3M9 and 3I3 forests with stacks of AFVs. These units might be able to contribute some fire support to the Opustoschenia holdouts. More importantly, however, these units, especially the 3M9 forest region units, guard the twin gullies on both flanks against German infiltration.

German MOVE 9—

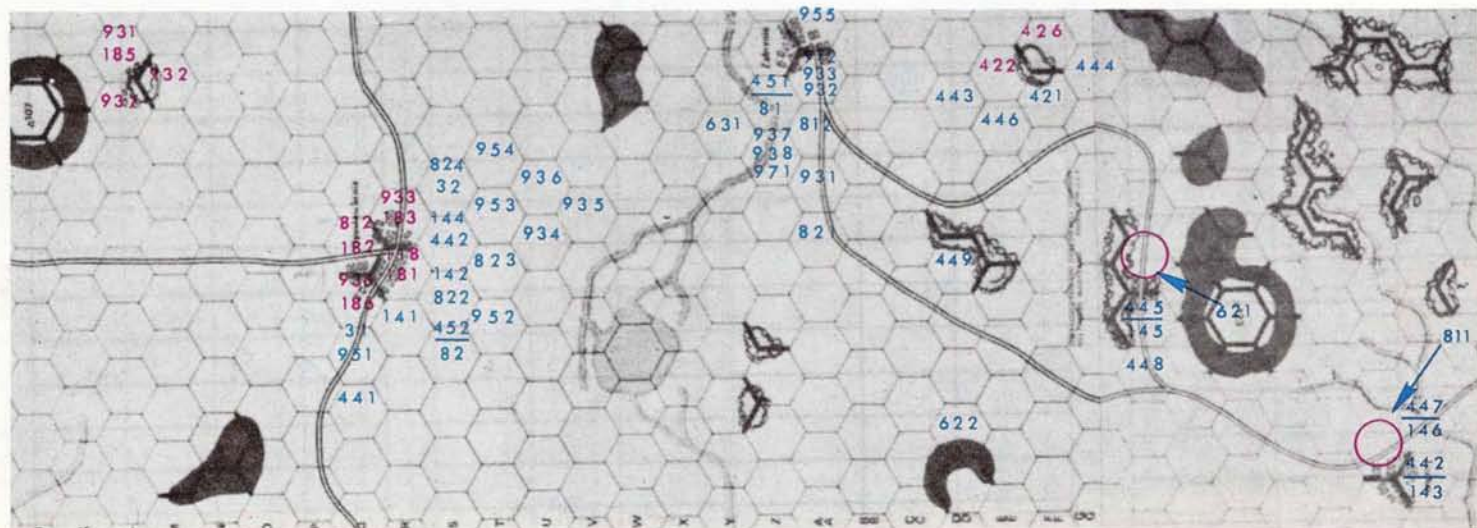
I got away cheaper than expected—I thought he would try to hold Opu. He should have overrun with his 811 INTO the town rather than out of it; he would have had some chance of survival then. I think (and hope) he may have overlooked the purpose of my 452 halftrack with mortar—namely, to try to harass the trucks in the rear. I have 13 kills so far, need 16 more to draw. Hence my risky move by the east woods; I have to hurry, hurry, hurry. There are only three more moves. The delay means I am unable to obtain the best locations for this assault; many units are only now arriving. He can get overruns, but not without (I hope) exposing himself.

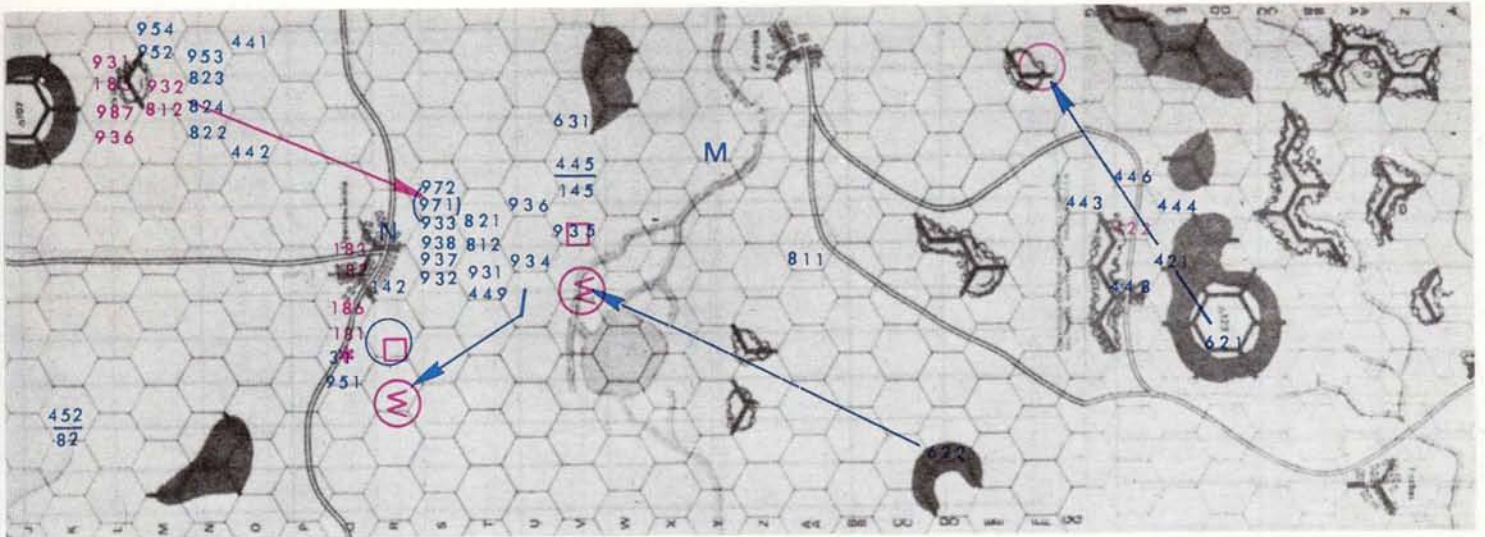
Turn Nine

Herr Plock here makes the correct decision to attack the M9 forests, despite the limited number of available German units. He realizes that he must assault the Soviet forces, piecemeal if necessary, due to the lack of time, and the need to pile up kills.

As was the case with Opustoschenia, the German attack here is well executed, given the number and type of assaulting units. The only questionable move is placing the Panthers on M10. The Soviets could have knocked 441 off with 741, and used two T34s to OVR the two Panthers at 2-I

German Turn 8: The Marder (811) finished off the truck—AT gun in 1AA9 at 4-1 while the Wespe cleans up the truck (425) at 1FF6 at 4-1.





German Turn 9: In the Russian 8th turn T34 (932) eliminates the 75mm AT unit (32) at 3-1 on 3S7 and the SU76 (811) eliminates Rifle section 141 at 3R5 in a 2-1 Overrun. T-34 (933) disperses the PzKpfw IV (935) in 3V7 in a 2-1 Overrun. SMG units (181, 186)

(-2). The two T34s would end up in the unspotted forest hex 3L10, with 185 moving to 3L9. 3M9, of course, would have to be conceded to the Germans, unless the defender chose to make a pair of 1-1 (-2) OVRs (after 742 wipes out 442), with the OVRing units ending movement on 3M9. There would be a 70% chance of the units on 3M9 remaining unspotted.

The actual Soviet move sacrificed both AFVs on 3M9, and relied on direct firepower to wipe out the two Panthers on 3M10. As I have stated before, the Soviet commander is again playing into the hands of his opponent. The German objective is to kill enemy units. Therefore, the Soviet player should avoid giving away easy kills, while trying to achieve his own victory conditions. The loss of the Soviet two tanks, 812 and 932 will give the Germans a tactical victory (20 enemy kills), as 181, 182, 183 and 186 are living on borrowed time.

A more experienced Soviet player in this particular scenario might have considered evacuating the entire 3M9 region immediately (except for 185, which lacks wheels). The main German force is now close enough so that any Soviet unit left in the

German Turn 10: The Russian 9th turn opens with the SU76 (812) and T34 (932) eliminating the adjacent Panther (952) in 3L9 automatically. T34 (931) disperses the other Panther (954) in the hex at 2-1. The SU152s (741, 742) disperse another Panther (953) in 3N9 at 3-1. SMG companies (181 & 186) disperse the AT gun (31) and Panther (951) in 3Q4 in a 1-1 CAT. SMGs (182 & 183) are unable to

disperse the Panther—AT combination (951-31) in a 1-1 CAT. In the German riposte, the Wespe (622) wastes the overrunning T34 (933) in the gully at 3V6 at 4-1. PzKpfw IV's (936 & 934) do likewise to the overrunning SU76 (811) in 3R4. The other Wespe

region next turn will almost certainly be surrounded. And the defender doesn't have much long range fire support for the region, except for 741 and 742—both of which are firing at half their full effectiveness. Finally, the Germans are still too far away from the Grabyosh area to launch a full scale assault next turn. So why not concede the 3M9 forest region for more Soviet units to kill?

German MOVE 10—

I am gambling with the 3-1 attack; probably should have added another unit to make it 4-1, but I want to push my units forward. I am surprised he did not take out the halftrack. I only have two moves left; not enough time. His method of hiding in the woods effectively nullifies my range advantage and gives him the first shot every time. I am coming down the center of the board in a desperate charge for his rear units. Note that my positioning is such that his 1943 and 941 have no targets. I will bring my halftracks up on the flanks. I am hoping to give him too many targets to handle. I have destroyed 16 of his units; need 4 more for the tactical level (almost certain), 13 more destroyed or blocked

affect German group N in a 1-2 CAT but SMG 185 eliminates Panther 954 in a 1-2 CAT follow-up to the earlier 2-1.

Halftracks (444, 448) finally put an end to Russian occupation of board I with a 4-1 vs. the Russian truck 422 at IEE5. The Hummel (631) and Marder (812) eliminate the SU76 (812) and T34 (932)

(621) mops up the trucks (426) in 3F9 allowing the spotters to move on. M = truck (422) & halftrack (447) carrying rifle platoons (143, 146). N = Panther (955) & halftrack (451) carrying a rifle unit (144) and 81mm mortar. (81).

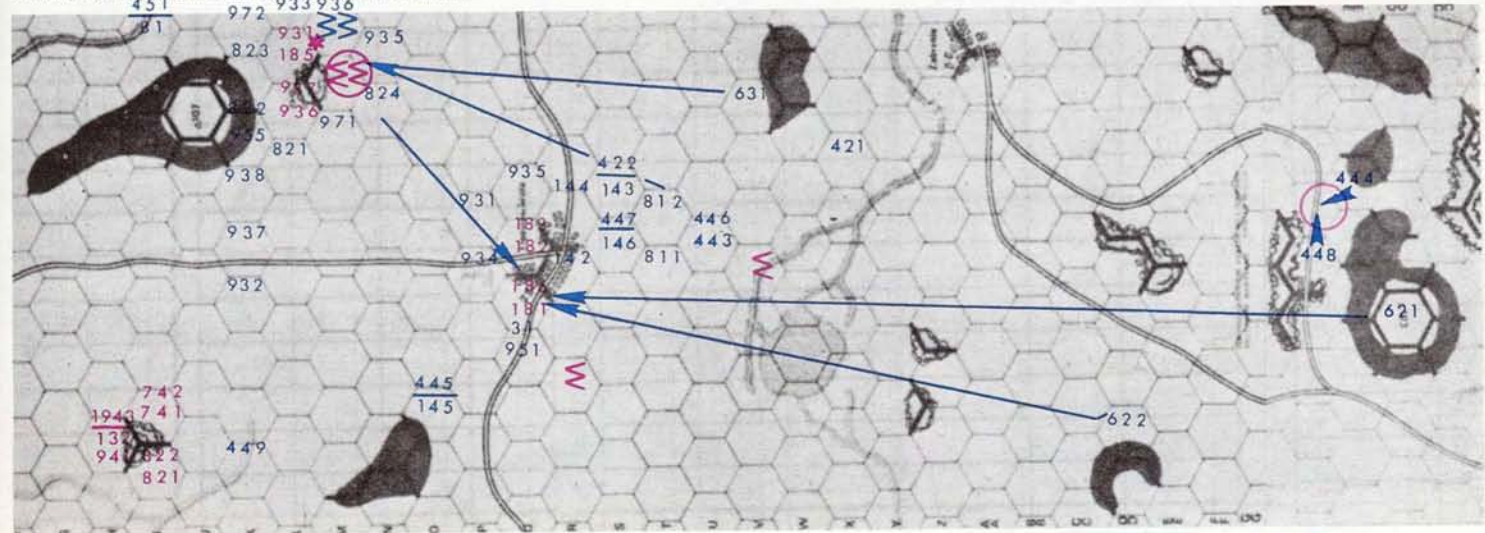
for the draw (almost impossible). I will probably wind up 3-4 units shy of a draw.

Turn Ten

The Germans really clean up on the M9 forest region this turn. Not only does Richard surround the area and ensure the spotting of the enemy units on the 3L9 and 3L10 forest hexes, but he makes it difficult for the defender to extract his units back to Grabyosh. (Although in this game, Robert Livermore hasn't been trying to extract his units under fire.) The only faulty move here is the needless exposure of the three Mk IV's to the full AFs of 741 and 742 on 3I3. It would have been better to stack such units with 971 and 821 on 3M8 and 3L8.

The Soviets, by declining to withdraw from Opustoschenia and now the 3M9 forest region, have given the Germans plenty of targets. More importantly, Mr. Livermore has allowed the enemy to execute piecemeal assaults, as neither defensive area can be readily supported with fire from the I3 forest or Grabyosh. Herr Plock can get away with conducting attacks with only a fraction of his total

at 3M9 at 4-1. Both Wespes (621, 622) and a STGIII (824) manage only a 3-1 dispersal vs. the SMG's (181 & 186) in 3Q5. Not shown due to lack of space are the deepest German penetrations comprised of halftracks (452, 442, 441) in gully hexes at 3E2, 3E9 and 3F9 respectively.



armored force—something he would not be able to do against Grabyosh at this time, even if the defenders did not contest the M9 region. Note that only now have most of the German stragglers from board one arrived. Yet the attacker has already achieved a sure tactical victory, due to the “no retreat” tactics of Livermore. The Soviet units are delaying the German advance, but they are dying in their positions. In short, the defenders are taking a respectable toll of German units, but are also losing a great many of their own. And that shows up on the German victory conditions.

Mr. Plock is taking full advantage of the infiltration trails along both flanking gullies. The Russians neglected to place AFVs on important slope hexes. At least one JSU-152 and/or SU-85 should have been placed on 3F8, beforehand, to deter such infiltration, and at the same time support Grabyosh. Units on such hexes with large DFs are virtually impossible for the Germans to kill. The attacker has neither the time or LOF to dislodge such units.

Now with the M9 forests and Opustoschenia taken by the enemy, the Soviets should have de-emphasized the I3 forest. Certainly no AFV needs to stay on I2, as the unit can easily be pinned (leave an infantry unit on the hex, which can move to H3 on the turn of the assault). Any units in the I3 forest region are on a vulnerable limb, given the limited AF range of most Soviet support units. In contrast, the Grabyosh region is more easily supported by interlocking support fire from nearby forest hexes. Ideally, the big JSU-152 units should have been positioned either on 3F8 or 3C6 (one on each hex) at this late stage of the game.

German MOVE 11—

I probably should have had my 937 off the road last time; the wreck blocks my movement. I overlooked that possibility. My attacks finally give me the tactical level, but I don't see a draw anywhere. I still have to destroy or block 8 of his units, and I only have one turn left to do this in. This move is sheer desperation. Again, I hope to give him too many targets to handle. If he misplays it, I have an outside (REAL outside) chance for the draw. I am trying to chase the trucks on board #2; with luck I can block one or two. Maybe I should go for the town or the woods at B & C—1 & 2, but this looks better. I should really spend more time on this move, but I am about ready to concede.

German Turn 11: The Russian 10th turn exacts a heavy toll for the German incursion. T34's (936, 937) eliminate the adjacent Tiger I (971) at 3M8 at 4-1. SU152 (741) destroys the Pzkwf IV (932) at 3K5 at 4-1. The other SU152 does likewise to 937. Another IV (933) is dispersed by the adjacent T34 (931) and then eliminated in a following 1-2 CAT by the 185 SMG. SMGs 182 & 183 disperse the

Turn Eleven

At the end of the combat phase of the German eleventh turn, Richard had achieved a tactical victory, with 21 kills, and two Soviet SMGs (3Q6) on the waiting list. Excluding those last two units, the Soviets had 35 live units, five more than the minimum number required on board three for a Soviet decisive victory. Hence, the German commander needed six more kills in order to achieve a tie (German and Soviet tactical victories). This then was the objective of the German assault on the 3I3 forest this turn.

Richard made the right decision to attack the 3I3 forest, rather than the more formidable Grabyosh region, although he had no realistic chance of successfully catching and killing six Soviet units in either region. Livermore saw the glaring weakness in the German encirclement around the forest, the single HT on 3H4, and blasted it into oblivion. This allowed both JSU-152s and both SU-85s to escape, and 132 to move to 3H3, out of the LOF of the more powerful German units.

The attacker might have improved his “catch” around the 3I3 forest with the following unit disposition on board three: 451-E5; 81-E6; 82 and 452 on G2; 146 and 447 on G3; 442-E4; 145-H2; 821, 822 and 441 on H4; 445-I1; 449-J2; 824-J3; 143, 422, and 938 on J4; and finally 443 on K2. 953 and 446 would remain on I4, and 811 and 812 would remain on I6 and J6 respectively. Using the above unit configuration, the Soviets would have had a more difficult time busting out of the 3I3 forest area, but would have been able to free two of the six units with a good turn 11 move (the Soviets in this case would need to wipe out the triple unit stack on 3H4, and would require considerable fire support from 3C2 and Grabyosh).

Both players executed rather sloppy moves on this next-to-last turn. Aside from the obvious defect in his encirclement around the 3I3 forest region, Richard wasted a lot of effort sending 82, 452, and 442 to board two, when it was too late to do any good. And Robert used four T-34s to wipe out the German diversionary units: 81, 451, and 441. Excluding the efforts of 185, 132, and the doomed T-34 on 3I2, here's how the Soviet player could have used his firepower more effectively on turn 11: the T34 on 3C6 kills 422(143); the two T34s on 3C1 kill 449; 935 and 941 kill 822; 821 kills 811; 938 OVRs 441; and finally 939 OVRs 81 and 451. Both 938 and IV (934) at 3P6 in a 2-1 CAT.

In the German move the Wespe (622) remains stationary and adds its offboard long range firepower to that of the adjacent Panther (951) and 75AT gun (31) to eliminate the SMGs (181, 186) in the town at 3Q5, allowing the Hummel (631) to move into the

939 end up back on 3D6. 822, 741, and 742 escape from the encirclement, and 132 still moves back to 3H3 (821 could be attacked the next turn, but not at 4-1).

Of course, the Soviet player could have really zapped the German assault on the 3I3 forest, if he hadn't concentrated so many “heavy” units in the region. (The four most potent Soviet AFVs were in the region). I would have left only enough units to occupy the three forest hexes (an infantry unit on 3I2 of course), and used them as “bait”, with the “heavies” ready to pound the area from Grabyosh.

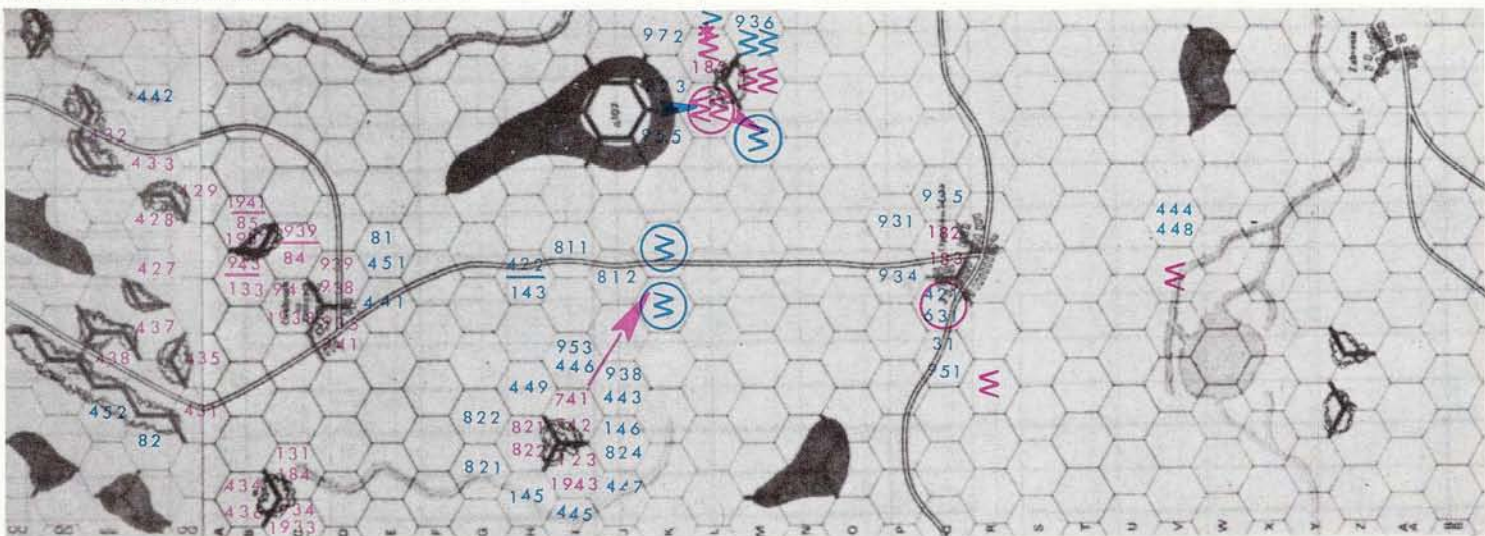
German MOVE 12—

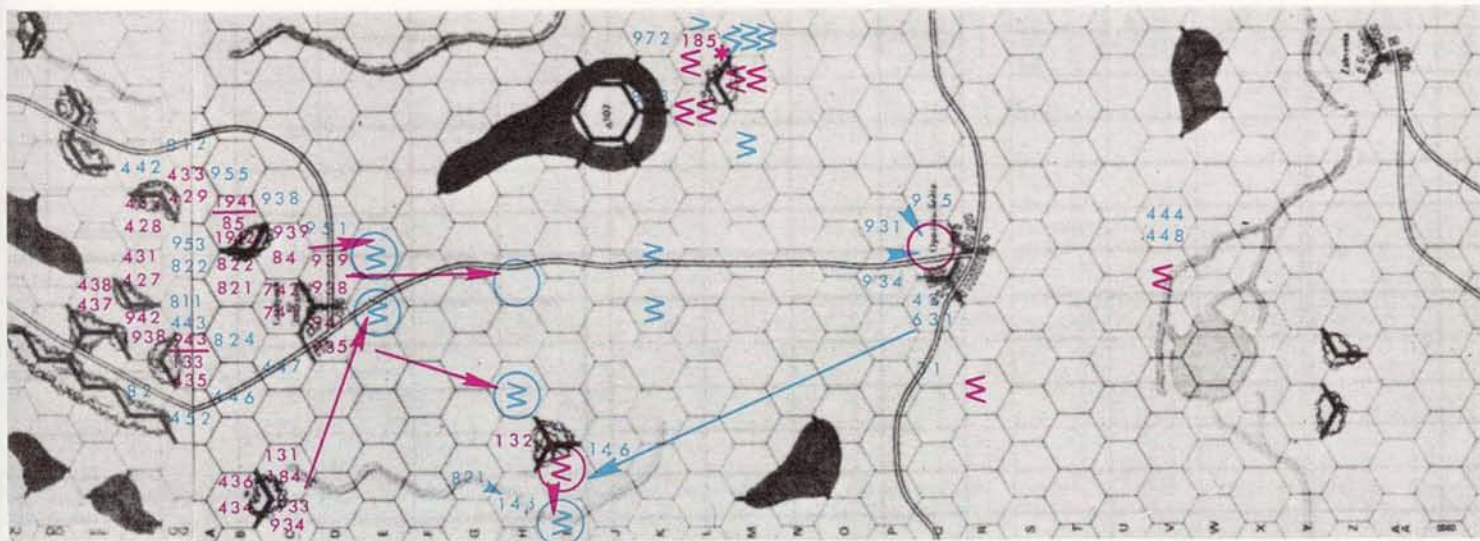
I concede the game after his 11th move, but the last move has been played out to demonstrate why. First of all, notice that I can destroy at most 5 additional units—all the others are hidden and cannot be fired upon. Should I succeed, this would give me a grand total of 26 units destroyed, leaving 32 for him to move onto board #3. Thus, I must in some way blockade some of his units so that they remain on board #2. I will use those units that cannot reach blocking hexes to destroy what I can; those that can block will do so. Notice that there are two methods of blockading: First, have my units in his path. (obvious) Second, so clog up the area with my units, his units, and wrecks that he has no place to put his pieces. However, more importantly, he needs to clear only ONE path to run his units through; he does not need to destroy the bulk of my force. I manage to destroy 3 units with fire, but the attack on the recon unit fails. (Had I managed to disperse it, I would then be able to attack with CAT at 1-1 odds and a good chance of destroying it. Now I can only disperse it.) I attack only those units I can destroy, since it is useless to disperse anything—it still counts for his victory conditions. The rules state units, not undispersed units. I am moving or firing only those units that could conceivably be of use.

Afterword:

He shoots a hole in the line as expected, and runs on his remaining units. Result: 24 Russian units destroyed (German tactical) 34 Russian units on board #3 (Russian decisive). Russian by a decisive—tactical, or Russian net marginal victory. This is about as expected.

vacated hex. The Tiger (971) and IV (936) eliminate the adjacent T34 (931). The other Wespe (621) lends long range support to the point blank fire of Panther (955 and STG III (823) to eliminate the T34s (936, 937) in 3Z8. The firepower of the adjacent IV's (931, 935) is able only to disperse the fortified SMGs (182, 183) in 3Q6.





German Turn 12: The Russians 11th turn yields the expected bloodbath as 8 German units fall in their effort to blockade board Z. Victims of automatic 4-1's are: the halftrack (441) at 3E5 from T34s (934, 1933); halftrack (451) and mortar (81) at 3E6 from T34s (939, 1939); halftrack (449) at 3H4 from T34s (935, 941); truck (422) & ri-

fle passenger (143) at 3H5 from T34 (1943). PzKpfw IV (936) at 3M10 falls to a 1-1 CAT from SMG 185. A 1-4 CAT by the Recon (132) on the STG III (822) is unsuccessful.

The German response to this holocaust is dwarfed in comparison. The Hummel (631) knocks out a T34 (1931) at 4-1 and the

SMGs (182, 183) in Opustoschenia are eliminated in a 4-1 by the surrounding MKIVs with supporting fire from the STuG (823). A 1-1 by the other STuG (821) on the Recon (132) fails. Too little and too late. The Russian will use his last turn advantage to rush onto the middle board and claim victory.

Turn Twelve and Conclusion

Both players have alluded to the commonly used German tactic in a situation 10 of blocking key hexes on the last turn, so as to reduce the number of Soviet units crossing onto board three. The main drawback of such a tactic is that the German player usually runs out of live units and time, when he does finally reach the edge of board two. And any German infiltration into the back woods can be controlled and minimized by the Soviet player. He simply uses his trucks and the green hexsides to form a continuous defensive line. And the old, sneaky German tactic of deliberately creating double wrecks to block passage of Soviet units is redundant. Now it is official from AH that all units may move through double or triple wrecks.

The German 12th turn move is a typical example of the futility of trying to stop the last turn Russian rush onto board three. The Germans haven't penetrated or disorganized the Soviet truck force. And the Soviet armored force, with control of Grabyosh and the approaches onto board three, can blast a hole (or holes) in any German blocking force. Richard would have been better off trying to kill 132 and 185. (He could get 4-1 odds versus the recon, and 3-1 odds versus the SMG—both targets in wood hexes).

Robert Livermore followed the "traditional" tactics of the defender in this scenario on board three. This view advocates sacrificing units on key covered terrain hexes, such as Opustoschenia and the 3M9 woods region, when the opportunity arises to either slow down the German advance, and/or reduce the German attacking force through combat attrition.

I myself do not believe in sacrificing any Soviet unit on bd 3, except in direct defense of the Grabyosh region. The Soviets should certainly occupy Opustoschenia, the 3M9 forests, and the 3I3 forests, but they should not resist to the death in these hexes. The Russians should not trade units for time. They can limit the German advance without sacrificing units, using a gradual, controlled withdrawal, covered by support fire. The defender should be flexible enough to concede such hexes when confronted with overwhelming German firepower. True, the Soviets won't reduce the attacking force by a substantial amount before Grabyosh. But then, the Soviet force will remain

intact, with all its firepower available for the main event—fortifying the Grabyosh region. This includes utilizing the slope hexes behind hill 107, and unloading SMGs along the forest hexes close to the board two edge. With such strong interlocking fire around Grabyosh, supported by units on the slopes, and SMGs in the rear, an experienced Soviet player will be able to resist even the most awesome German attack, with minimal losses on board three. It takes good timing, experience, and a lot of self-confidence. And it virtually always holds the German player to at most a marginal victory, with the Soviets attaining a decisive victory. (Yes it is possible for the Soviets to prevent the German player from getting even a marginal, although one must have reasonable luck, and hold losses on bd 3 to virtually nil!)

Robert Livermore won this game by following the "traditional" tactics, but Richard Plock accomplished a considerable feat in coming so close to achieving a tie. And when one considers the bad luck the German commander had during the most critical period of the game—at the bottleneck approaches to the swamp road on board one—I must say that Dr. Plock played the better game.

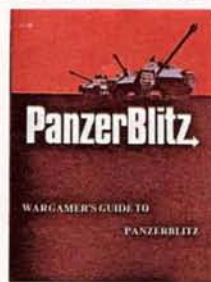


A.R.E.A. RATING SERVICE

As outlined in The General, Vol 11, No. 5, Avalon Hill offers a lifetime service whereby players are rated in relationship to other game players. Return coupon NOW, along with \$5.00 lifetime service fee for complete details on the Avalon Hill Reliability Experience & Ability Rating.

- I don't object to having my name and address printed in The General with the rating lists. I rate my self.
- A—an excellent player
- B—a good player
- C—an average player
- D—a novice in my first year of gaming
- E—a beginner

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PANZERBLITZ BOOKLETS

After hundreds of requests for it, we've finally published the best of the GENERAL's many articles on PANZERBLITZ—conventional wargaming's all time best seller. Entitled "Wargamer's Guide to PANZERBLITZ", it initiates and may very well end the "Best of the GENERAL" series as no other game has been the target of a comparable volume of literary attention.

The 36 pp. manual resembles very much an issue of the GENERAL except that it is devoted 100% to PANZERBLITZ. The articles are taken almost exclusively from back issues, dating as far back as 1971. In addition, two never before published articles appear: Robert Harmon's "Commanders Notebook" which analyzes the original 12 scenarios, plus Phil Kosnett's "Chopperblitz"—a hypothetical variant utilizing helicopters with six new scenarios.

Reprints include Larry McAneny's "The Pieces of Panzerblitz"—voted the best article ever to appear in the GENERAL, "Beyond Situation 13"—twelve additional scenarios by Robert Harmon, "Parablitz", "Panzernacht", "Blind Panzerblitz", "Situation 13", "Championship Situations", "Panzerblitz Concealment", and "Incremental Panzerblitz." Topping it all off is a complete listing of all errata on the game published to date where the Opponents Wanted Page once ruled supreme.

The Wargamer's Guide to PANZERBLITZ sells for \$3.00 plus 50¢ postage and handling charges from the Avalon Hill Game Company, 4517 Harford Rd., Baltimore, MD 21214 Maryland residents add 5% state sales tax.

K.O. IN ROUND 5 . . .

. . . OR GIVE UP THE HOME BASE? NEVER, NEVER, NEVER!

by Frank Preissle

Ah yes, I know what you're muttering to yourself. Having read "Another Afrika Korps Gambit" in Vol. 15, No. 5 of the *GENERAL*, you're rolling your eyes and mumbling in disbelief. "Good Gawd, is this the calibre of play that represents the peak of tournament skills? Is this what goes on in the finals of the AH Classic 500 at *Origins*, that *creme de la creme* of gaming competition? Yecch! Steve Packwood lets Bruno Sinigaglio take the British Home Base on the II May move, and then Bruno loses the game! If these two are the best players, what are those 125 or so other odd turkeys who entered the 500 like?"

Wait. Pause just a minute before you find a place on your bedroom/den wall for the plaque you'll get when you win the 500 at *Origins* '80. Read further before you rush to the corner mailbox to send in your order for a dozen extra copies of the July-August *General*, which will memorialize your name forever. Listen to what one of those odd turkeys has to say.

Having been immolated in the 5th round (quarter-finals) at *Origins* '77 and '78, let me offer a few words of hard-earned caution.

The *Origins* 500 is an experience like no other you've had in gaming.

It starts leisurely enough late Friday afternoon. Surviving the 1st round, you swiftly squeeze in a second round game before the evening's over.

Naturally, you get little sleep that night. There're just too many great things going on. So, Saturday morning you stumble out of the sack at 8:30, toss down a cup of coffee, and rush to meet the 9 o'clock starting time for round 3.

By now well over 90 players have been eliminated. You're down to 32, of whom probably at least a dozen can be found in the A.R.E.A. Top 40 listing, and another dozen are 1,800-calibre players who either aren't interested in joining A.R.E.A. or haven't yet gotten around to it.

Your first two games have been easy, but this third round donnybrook goes 5 hours. You grab a quick burger, and hustle back to start the 4th round at 3:30.

Ah ha! Something new. The tournament director smiles broadly at you and your opponent, and says: "Gentlemen, we have to complete four more rounds of play by 2 p.m. tomorrow. From now on, you'll have to time your moves."

Now the fun starts. Five minutes per move, with your opponent or a volunteer onlooker calling out the 2-minute and the 30-second marks.

As Axis player in *AK*, you're suddenly amazed at how dreadfully long it takes to direct 15 units around the desert. As Allied player, you generally have a few more units but less ground to cover. Yet, in the back of your mind there's always the nagging thought you'll miss an AV which will wipe you out. Counting and recounting hex distances and unit strength seems to take forever.

But you survive. Six hours of real time and 12 months of game time later, your opponent resigns. It's 9:30. As you reel away from the table, your stomach is growling, your eyes smart, your body feels as if it's suffering from the impact of 2G's.

Another quick break, and at 10 p.m. you start round 5. (Does this begin to remind you of a blow-by-blow description of a heavyweight title bout?)

Down to the last 8 players. Now you're almost certain to be matched against an opponent whose name you dimly recall as: an author of 17 articles in the *GENERAL*: an 1,800-rated A.R.E.A. player: a genius with a 180 IQ who has brought along his own table-top IBM mini-computer to analyze moves; or the guy who invented the game.

Once again your smiling tournament director hovers over your table. "Gentlemen," he smirks with obvious relish, "this round must be finished before you leave tonight. And, the winner must report here at 7 in the morning to start the semi-final match."

As he departs for the night, you understand why a pre-requisite for choosing a tournament director is proof he served as a whip-cracker on a slave galley during a previous life.

You look across at your opponent. "Incredible," you think to yourself, "he looks as fresh as the Allied 4-4-10 substitute counters in my five-year-old *AK* game-box." (Unbeknownst to you, he is saying the same thing to himself.)

So now you have to decide. Will you go for broke, have a friend round up the No-Doze and arrange for a supply of coffee to be available through the night? Or will you succumb to the siren's delicious song of cold beers waiting back at the dorm and plenty of good gaming company to last through until the dawn?

What is it to be? Honor? Or Enjoyment?

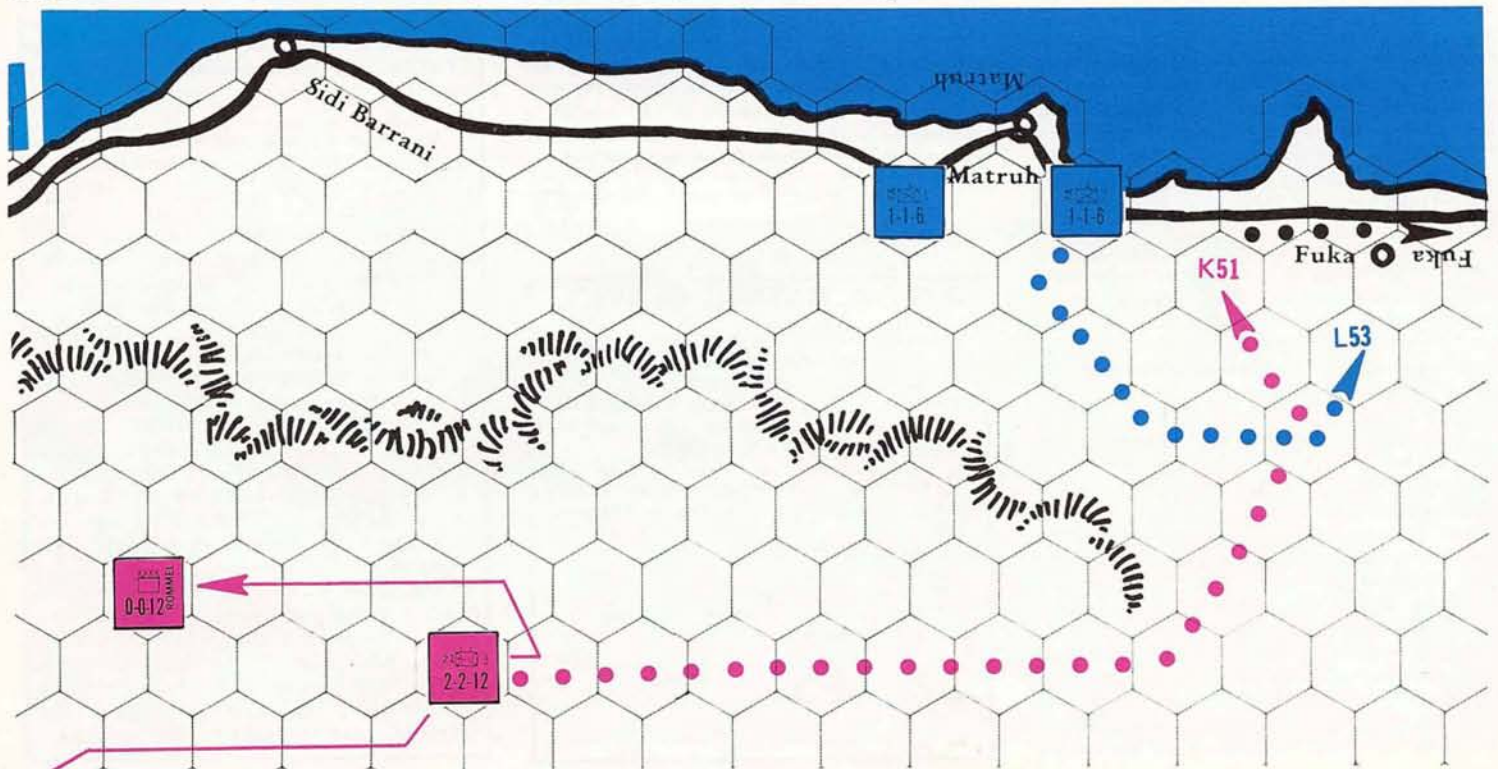
At *Origins* '77 I chose Honor. And at 2 a.m. staggered out with the absolutely worst thrashing I've ever had in *AK*. So much for Honor.

Last year I knew better. Matched against Steve Packwood, my strategy was simple. First, do the

With Allied 1-1-6s at J47 and J49, the 21/3 aided by Rommel makes its II May move along the path shown by the red dotted line to K51 (K52, 53, 54 would have same effect). In their II May turn, Allies may

advance no further than L53 (shown by dotted blue line.) They can neither isolate the 21/3 nor slip around it to reach the Home Base. On its I June move (shown by dotted black line), the 21/3 bypasses Allied

units to another effective blocking position; L61, for instance. Caught in this bind, unsupplied Allies are helpless. Supplied Allies must try a



"Rece Down-and-Out" (the very same ploy Steve said he'd never seen or heard of until the next morning against Bruno.)

Undoubtedly he failed to recognize it because he pulled a 1-1-6 back to a position far enough East of Halfaya Pass (J34) to thwart the move, and thus the recee didn't roll East of R33. (Steve shares a trait common to top-flight players: an uncanny knack for unconsciously torpedoing opponents' strategies before they even have a chance to be developed.)

To illustrate the fatigue evident at this point, in his II April move Steve came within 10 seconds of losing Tobruk. Only at the last instant did he catch the fact he had left a 1-1-6 in position where it could be AV'd by 21/5, allowing the recee to roll unopposed into Tobruk and grab British Supply #1 for good measure.

Thwarted in Plan A, I shifted to Plan B. Very simple. On my first opportunity, launch a crunching 1-1, 2-1 combo against Tobruk. Now that's the way to end an AK game in the 500 quarter-finals! Needless to say, my gallant lads had as much success as the Japanese Kamikaze pilots did in turning back the U.S. Navy.

It was over by 11:30, and I was off for beer and more leisurely gaming until 6 a.m. But Steve, Bruno and the other two semi-finalists were up again and battling at 7 a.m., with little sleep behind them and knowing ahead of them was the 2 p.m. deadline to complete the last two rounds. By this time, superior gaming gives way to fatigue and the tension of playing for Honor (and yes, Glory!).

Now you know why you're liable to find the 500 finals featuring Allied players who give away their Home Base on II May and Axis players who fail to win after having been given such a surfeit of manna from heaven.

In less than 48 hours the two finalists may have spent 30 hours at the 500 gaming tables, with pressure and tension increasing as each hour passed. They've gotten maybe 8 hours of sleep during that time.

Last year, someone remarked that the best way to prepare for an all-out assault on the 500 was to spend the previous month as a mercenary in one of the Third World brush-fire wars. I think that may be a bit drastic, although the source is rumored to have been one of the contingent of U.S. Regular Army officers who were there. (About a half-dozen of them were entered in the 500. As a former enlisted man, I almost wept as, one by one, they all went down to defeat in the first round at the hands of calloused 15-year-olds who sat coolly sipping milk shakes and puffing candy cigarettes. I'd tell you about the 1st Lieutenant, a battalion Supply Officer, who forgot to garrison W3 during his first three German moves, but that's another story.)

But now, on to the real topic of this article, which is an analysis of Steve's discussion about "Another AK Gambit," or what I call the "Rece Down-and-Out."

Recall the situation. It is the Allied I May move. The recee is at P45, with Rommel close by. Two Allied 1-1-6's hold Halfaya Pass, but can speed no further East than J49.

Steve's comment about not having seen this maneuver should not surprise you. It is not mentioned in any GENERAL article for the past four years. It's the old story of reinventing the wheel (or in this case, learning of its invention in a slightly painful manner when the first one you see rolls roaring right smack over you.)

The closest reference to it which I've found is in Omar DeWitt's "A Decade with Das Afrika Korps," in the Jan-Feb '75 GENERAL. He points out the recee can reach P31 on II April, but then says it can threaten the Home Base by moving to M42 (the advance Steve had seen before), failing to suggest the P45 location.

Seeing his Home Base could not be held, Steve moved his Halfaya garrison to J49 and J47, while torching his #2 Supply at J62.

The question is, what can Bruno do to make the best II May move for the Axis?

My answer is not to place it on the coast road, as Steve considered in his article, but one hex South of the road at K51, 52, 53 or 54.

These positions cannot be isolated by the two Allied units. They also block the coast road so the Allies are unable to reach the Home Base, and leave the recee with a backdoor to use in motoring East if needed later.

If you, as Axis player in this position, can resist the hard-to-fight temptation to strut unopposed into good old J62, you hold a commanding position. Remember, the Axis does not have to occupy the Home Base at this point. By preventing the Allies from occupying it, the Axis job is done.

What can Steve, as Allied player, do on his II May move if you have hunkered down on the K row? His article didn't specify what he had done with Supply #3 on I May, so let's look at two possibilities.

First, if Supply #3 was not sent to the East of Halfaya Pass on I May, the Allies are helpless (unless it can be sent there on II May.) There is no way for unsupplied Allied units to save the Home Base, since the recee can block the road for several turns, long enough for the Allied units to be starved into submission after the Axis surround Tobruk on I June. The lesson is clear. If you don't wish to send Supply #3 East, then as Steve suggests in retrospect, don't destroy Supply #2. Just move it into position where it can sustain the J47/49 units without being captured by the recee (easy enough since the recee can't move off the coast road once it reaches it.)

Second, even with supply for the J47/49 units, the Allies' only hope is a 1-1 surrounded attack against the recee. That has a 33% chance of success.

And that's the reason for the sub title of this article. Anyone who *deliberately* "falls" for the "Rece Down-and-Out" has a 67% chance of losing his Home Base plus the two 1-1-6's. Never, Never, Never.

It's intriguing to speculate about what would have happened at the Origins '78 final if Steve's Supply #3 wasn't East of Halfaya. In that situation, while his two 1-1-6's were isolating the recee in the Allied II May move, Bruno's advance onto the escarpment to seal off Tobruk on I June also served to counter-isolate the two 1-1-6's. Although the recee succumbs at the end of the Axis II June move, the Allied units surrender at the end of their II June move. The Allied units can enter the Home Base that turn (and even move out to sea), but a supply cannot be brought into the Home Base then.

Wild conjecture, of course, but wouldn't it be something if this was the case and amidst the turmoil of playing out this tense situation Bruno's counter-isolation was overlooked? Stranger things have happened in the heat of a 500 battle.

One final question remains. What should the Allies do when the Axis recee arrives at R33 or thereabouts on II April?

As Steve noted in his article, one possibility is to station a 1-1-6 far enough East of Halfaya Pass so it can counter the recee's thrust. Steve points out this unit will not be able to assist in the defense of Tobruk. True enough, but tactical weaknesses may have to be suffered to maintain strategic strength. Holding a 1-1-6 in a reserve position is a small price to pay for saving your Home Base (unless, of course, you still believe in Peter Pan and Never-Never Land.)

Another reaction is to send a 2-2-6 to sea on II April; I've seen this used quite successfully to

counter the recee's thrust. If the recee doesn't carry out the threat, the 2-2-6 returns to help your Tobruk defense.

A third possibility, which I don't recommend, is a variation on Steve's suggestion to consider "falling" for the "Rece Down-and-Out." On II May you send a pair of 2-2-6's and a pair of 1-1-6's East to trap and eliminate the recee. That leaves you with the 4-4-7, a 2-2-6 and four 1-1-6's to defend Tobruk and Halfaya Pass for a turn (assuming the Axis haven't yet drawn blood, which seldom happens.) You should be able to hold Tobruk, but the pass will fall, leaving you in a very precarious situation. The Axis will be nipping at the heels of your expedition, and you probably won't be able to reinforce them until II June.

Your decision about which of the first two possibilities to choose should rest on the unit strength required to counter the Axis May I move in Libya. But whatever you do, "Don't Give Up The Home Base" (my apologies to John Paul Jones).

By the way, if you go to Origins '80 and make it into the 5th round of the 500, I'm personally acquainted with someone who has an unblemished record as a certain 5th round victim. For a cold beer, I might be persuaded to introduce you to him.

Excuse me now, I have to catch a plane to the Southern Hemisphere . . . there's this new brush-fire conflict and it's six weeks 'til Origins.

I wouldn't miss it for anything.



COMPARTMENT TRAYS

At last! The long suffered problem of unit counter storage for Avalon Hill games is solved. The Avalon Hill compartment tray fits snugly into the bottom of the bookcase style box. A clean plastic cover fits over the mold to prevent counter leakage. Each tray has sixteen 1½" x 2½" compartments ⅜" deep which will accommodate up to 400 unit counters and 4 dice.

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These trays are available by mail order only direct from Avalon Hill. They will *not* be included in new game releases in either the retail or mail order line. The trays are available only in sets of 3 and sell for \$3.25 per set plus 75¢ postage charges. Postage coupons *cannot* be utilized to order compartment trays. Maryland residents please add 5% state sales tax

THE INCOMING TIDE

Part II of The 1776 Thesis

by Jonathan Lockwood

Having dispensed with general hints on tactics and play of the individual scenarios of 1776 in his first installment, Mr. Lockwood now moves on to the Campaign Game with a thorough analysis of his preferred British strategy.

THE CAMPAIGN GAME— British Strategy

The campaign game in 1776 is, more than anything else, a test of nerves and patience. It's a test of nerves for the American to decide when to engage in attritive combat, when to merely harass British occupation forces, and when to pull back into the interior. For the British, it's a game of patience to remember that the game is 60 turns long, and that (like *WATERLOO*) the game is not going to be won in the first half. (Although it is possible for the British commander to blow the whole bit if he is not paying attention to his Minimum Victory Conditions) In analysing the campaign game, for the sake of argument the use of ALL optional rules will be assumed.

THE OPENING MOVES (JAN-MAR 1776)

"Where in the world do I start first?" That is probably the first thing the newly appointed BC (British Commander) asks himself as he gazes at the forces arrayed before him. Well, the first thing is to see just what is available at the start in each area, and from this decide which area is most profitable to begin in.

NEW ENGLAND: The BC is all set here in terms of available forces: 18/BR, 1/TM, 1/M, 1/A, (E), 1/BF, and 1/TR, all in Boston. The big problem with concentrating your offensive here is the equal force of 18/CA and 1/S either on top of your entrenched position or within one hex of it, not to mention the 8 RM factors within relatively easy reach. Sure you're supposed to "aggressively and ceaselessly pursue the American player." But it helps if you have a reasonably superior force to pursue him with, which you don't have yet. Your job would be considerably easier if they could be eliminated without much cost to you, but the odds are more likely that your army would be severely depleted in winning, if indeed you won at all. It can be safe to assume that only a craps shooter with a knack for high die rolls should think about beginning his offensive in New England. The most valuable component of your New England forces is your transport fleet. Your battle fleet has its uses, too, which will be demonstrated later.

MIDDLE STATES: There are certain advantages to landing a force here, the foremost of these being that you avoid the big bad CA. (At least for 3 turns, taking into consideration the reduced movement rate in the north during the winter) The occupation forces of 6RM would be hard put to prevent the occupation of either New York or Philadelphia, especially in the absence of supply, since you are not permitted to attack during the winter without it. As the BC, this restriction will matter little to you, since all that is required to control a city is to occupy it with BRs.

A major disadvantage of this area as a starting point is that it confronts the BC with having to defend an area from 3 sides. Although a central position might be advantageous in regular warfare, it is not an advantage against an enemy who can slip

through your lines almost at will and wreak havoc on your occupied cities. Also, the CA is able to intervene before you have acquired a force sufficient to deal with him. For this reason and the others as well, it is probably a better idea to look farther south.

A word about transporting a force by sea. I suggest an initial load of 6BR. The main reason for this is that any smaller force will not prove to be that effective, while transporting a larger force will deplete your force at Boston to the point that the CA might be able to take Boston. With 6 BR, at least the CA will have to bring up militia in order to get higher than 1-1. If the CA actually does attack, relax. During the winter he only has two supplied attacks. If he waits too long to attack, you will have reinforcements available to turn the tide.

SOUTH CENTRAL: This area cannot be reached until the second turn, but it has the same advantages as the Middle States area, only in greater degree. If the CA were to anticipate your move perfectly, and were to march to the limit of their ability, they could not threaten you until May (Allowing for the success of both forced marches). It is more likely that the CA will not be able to pose a serious threat until July or August, which gives you time to either ship in reinforcements, or make a strong landing in Boston if the CA marches too far south. The 6 RM facing you is the smallest American force of the 4 areas, another positive selling point.

The major drawback to this area is the same as for the Middle States area. Namely, the necessity of defense against hit-and-run attack from three sides. You also have to worry, although to a lesser degree, about the possible intervention of the CA. If the CA has really marched that far south though, he will be leaving New England wide open for you to threaten that area with your June contingent.

DEEP SOUTH: Now we come to the area which I feel is the most promising for a British offensive. Intervention by the CA in an effective manner is next to impossible. Force marching at maximum capability and with 100% success will not get the CA there until June. The more likely possibility is that the CA will not arrive until September or October. By that time they will be confronted by British forces at least twice their number. An even more attractive prospect is found by looking at the call up chart for the area. If the British occupy SOME of the strategic cities, the CA gets no replacements for that area. In fact, the only thing he can have in the area are 8 RM factors. Another thing to remember is that supply cannot force march. Any CA or RM moving by force march will have to leave supply behind, cutting his combat strength in half. The 8 RM in the area is not the smallest occupation force of the four areas, but they are scattered, can only make two supplied attacks during the winter, and are automatically at a disadvantage fighting Regulars. The most attractive feature of the Deep South is that it can be effectively assaulted from only one direction. Any force attempting to attack this area from the mountains will take several turns to get into position, even by successful force march.



The only forces which the American can bring to bear before the CA are 6 RM, assuming that your opponent strips the South Central area bare. Even then those extra RM will exceed the callup rate for the Deep South and will be removed at the next interphase. It is for these reasons that I recommend the Deep South as the springboard for the British offensive.

OPERATIONAL STRATEGY:

Many of you may have heard of B. H. Liddell Hart's "expending torrent" theory of exploiting breakthroughs. I suppose this operational strategy could be called "the strategy of the incoming tide." A steady, gradual advance across the colonies starting from the Deep South, compressing the colonials into a smaller and smaller area until he has no place left to run. (Everything always seems to sound beautiful in theory until you first roll the die.) **JAN-FEB 1776:** These should be primarily movement turns, unless the Americans have gotten trigger happy. Your battle fleet should escort your transport unless you have inside information that your opponent won't roll a 6 when the Continental Navy attacks your unescorted transport fleet. Such annoying things can happen. Your force lands at Wilmington in February.

THE BUILDUP (MAR-NOV 1776)

In March comes your first major reinforcements and the chance to keep the American off balance, depending on how strongly he has reacted to your Deep South invasion. Your March reinforcements almost have to go to the Deep South if you wish to be supplied in clearing the area. The Americans must also keep a fairly sizable force in the vicinity of Boston in order to counter your anticipated 19 BR landing in June at Boston. Normally your best landing site for these forces is at Savannah. If you're going to invade the South, you might as well start at one end and work your way north. Once your transport and battle fleets have completed their initial tasks, they should proceed immediately back to Boston. With this "incoming tide" strategy, you need the main body of troops in your wave, not sitting in Boston. (You do not need to pull out of Boston entirely, just maintain the minimum force necessary to hold the city and force the Americans to watch that area. All excess over 20 BR should be transported to Savannah as soon as possible) The troops you have in the area should devote themselves to pursuing and eliminating any major concentrations of Americans, foremost among these is the fort at Charleston. Besides being a strategic town, it is also a port through which your two supply units can come in, saving you the transport difficulties involved in bringing them in at Boston. If the American has not exercised the better part of valor by this time, attack him in May with your available forces. The advantage of his artillery

is cancelled out by the disadvantage of Militia fighting Regulars. At 3-2 odds you are in no particular danger of elimination, but he could get away with a result of "no effect." If he has pulled all of his troops in the area into the fort, so much the better for you. Simply besiege the fort until you can bring in troops and an artillery unit to raise the odds to 3-2 and prevent his getting away again. Needless to say, any American who sticks around for this long deserves what's coming to him. If he pulls into the interior and seizes Ninety-Six, that's okay, also. You are free to consolidate Charleston and Savannah and bring in your reinforcements prior to pursuing the American into the interior.

A word on consolidation of captured towns. When you have captured an entire area, a good rule is to maintain in each strategic town a combat force at least 2/3 as strong as the militia in the area. If the area is still under contention, then the forces should be 2/3 as strong as the largest supplied colonial force within range. Your first wave should be at least half your force and should seek combat with known or suspected enemy concentrations. The second wave is designed to intercept anything that slips by your pursuit force. They also reduce any concentrations in the towns prior to occupation and consolidation. The forces occupying an area should try to eliminate the last of the RM in the area, as they cannot be brought up to strength again once all strategic towns are occupied. Once that is accomplished, you strip the occupied towns of all except the minimum required occupation forces, sending some to reinforce your strategic towns on the coast, and the rest to reinforce your wave.

Your reinforcements which come in at Quebec in May have an immediate use. Namely, the clearing of Canada. Although there are no strategic towns to worry about, control of Montreal and Quebec is necessary in order to control New England for purposes of area allocation. After clearing Canada, I would not suggest attempting to push any farther south beyond leaving a reasonably strong garrison of 7 BR each in Montreal and Quebec. The excess forces can eventually be transferred south to assist the wave. Any push from Canada inevitably suffers from the great difficulty involved in supplying and reinforcing the position by sea, as well as having to confront relatively strong forces early.

As your buildup continues and you advance north, it is always to your advantage to CAPTURE artillery, rather than destroying it. Remember what I said about moving your excess garrison forces to reinforce those strategic towns which are also ports? Well, that is where you are going to use your supply and artillery units to construct forts. You are a prudent BC who looks ahead. You can see the possibility of French intervention in the not too distant future. You also note that the French have a fleet which is every bit as dangerous as your own. And it is only natural that your opponent might try to land his forces in order to recapture a strategic town as soon as possible. Therefore, you should insure that your occupied strategic ports are supplied as well as fortified in order to discourage him as much as possible.

The wisdom of not initially sending any Regulars to the Middle States area now becomes apparent. The call up rate for Tory Militia in this area is 10 factors, greatest of the 4 areas. Until you invade this area with BR, that constitutes a force to be reckoned with when added to your three Indian factors. Here is where you can enjoy the role of being the ever-present thorn in your opponent's side. This is so for any unoccupied area, but especially so for the Middle States. Once your last reinforcements have come in, you are then ready for the third and final phase.

**ADVANCE AND CONSOLIDATION:
Dec. 1776-END**

This phase requires the most care on the part of the BC, as well as foresight. The degree of force required to have a secure control over occupied towns depends on the security status of the surrounding territory. The three degrees of security are as follows:

SECURE: Area is totally cleared of all CA and RM. Minimum garrison required. No entrenchments or forts necessary.

TENTATIVE SECURITY: Militia forces still present in strength. Possibility of CA intervention by force marching. All forces in towns should be entrenched, not fortified.

THREATENED: CA and RM are both within striking range for a supplied attack. This is the front of your wave. Strategic towns on the coast are ALWAYS considered threatened because of the French fleet. These ports should be fortified and supplied wherever possible. Interior towns are occupied by the front of the wave.

You will find as you advance north, that you will become increasingly vulnerable to incursions from the mountains to the west. With the use of the inverted counter-decoy rule, your job becomes still more difficult. However, we do have allies in those mountains. Your Tory militia comes in very handy as reconnaissance troops. They simply patrol the mountains, moving into every hex in which the American has an inverted unit, whether it be CA, RM, or decoy. Tories are far easier to replace than British regulars. No matter what is there, your Tory militia can reveal the dispositions of the Americans by simply moving a single factor into the square. In this manner you can nullify the American intelligence advantage to a large degree. The dandy part of this tactic is that so long as the status of the area does not change, the Tories will be continually brought up to strength at each interphase.

A word on Minimum Victory Conditions. As the BC you should check your status in this regard at least two quarters before the interphase in which they are evaluated. If you just barely fulfill the requirements, and there is not much time before the interphase, concentrate on holding your present gains until the interphase has passed.

Not too much has been said to this point about seapower other than during the initial movement and buildup phases. You should definitely put the Continental Navy out of its misery; the sooner the better. You should not neglect the excellent opportunities afforded by your naval superiority for at least the first 27 turns of the game. During your transfer of forces from Quebec and Boston, you can harass the American by making periodic invasions of strategic ports such as New York or Philadelphia. If you think you can hang on to your position, entrench and reinforce. If the American has very strong forces moved toward you, keep your naval transports handy to evacuate the turn before he reaches you. You may then either send these troops to reinforce your main push, or go in search of another strategic port to invade. (Preferably one a relatively discreet distance from the port you just evacuated.) This way you can further distract your opponent by maintaining an ever present, if modest, threat of naval invasion which he cannot completely ignore.

One main weakness of the wave advance (as a matter of fact, of any plan of advance) is that its impetus tends to weaken in its later stages because of the troops which are tied down in occupation duties. This will be partially compensated for by the accompanying reduction in CA and RM replacements. Another factor to consider is the increased opportunity of relatively isolated occupation forces such as those in Boston or Canada to participate in secondary attacks as the main wave draws nearer.

All things considered, the "incoming tide" strategy has much that I feel recommends itself strongly as a viable British strategy.

In the third and concluding part of this series we will consider the American alternatives to the problems just posed.



RICHTHOFEN'S

Vol. 14, No. 4 of the *GENERAL* printed a variant for *RICHTHOFEN'S WAR* which featured the use of a deck of 27 maneuver cards to augment the mechanical movement system and add a degree of uncertainty and excitement to the game. Not just a random luck element, use of the maneuver cards is dependent upon such factors as turning ability, attack position, and pilot skill. Using the maneuver cards one can more vividly execute the classic maneuvers of the day: Barrel Roll, Falling Leaf, Flat Spin, Immelmann, Loop, Nose Dive, Side-Slip, Tight Circle, and Vertical Spin in an attempt (not always successful) to get on the enemy's tail, rather than just trade shots. This 27 card deck is professionally illustrated and printed and available from Avalon Hill with instruction sheet for \$4.00 plus usual postage and handling charges. Maryland residents please add 5% sales tax.

AREA TOP 45

Rank	Name	Times on List	Rating	Previous Rank
1.	K. Combs	10	SJP2566	1
2.	W. Dobson	12	RJO2386	2
3.	D. Cornell	12	OHK2175	3
4.	R. Chiang	18	GHN2153	4
5.	T. Oleson	19	QQY2097	5
6.	D. Garbutt	8	DFJ2043	6
7.	F. Freeman	3	DDD2033	7
8.	D. Burdick	10	DDJ2013	8
9.	P. Siragusa	3	CEF2012	9
10.	P. Kemp	3	DDG1999	10
11.	P. Huffman	13	EEG1978	11
12.	D. Barker	17	FGL1930	12
13.	L. Newbury	12	EGK1929	13
14.	S. Packwood	17	HHL1928	14
15.	J. Sunde	11	IIO1927	15
16.	J. Zajicek	13	GIP1920	16
17.	J. Angiullo	12	DGI1906	17
18.	J. Kreuz	6	EFI1838	18
19.	R. Leach	12	FIM1832	19
20.	N. Markevich	2	CED1825	20
21.	R. Wood	16	IJS1757	21
22.	S. Heinowski	17	DFJ1746	22
23.	F. Small	10	EFI1735	23
24.	L. Kelly	3	RSZ1723	24
25.	P. Dobson	8	DEF1718	25
26.	W. Letzin	6	CDG1713	26
27.	D. Greenwood	11	DEG1711	27
28.	N. Cromartie	6	EFL1710	28
29.	T. Slafka	5	EFK1706	29
30.	K. Blanch	12	EFI1703	30
31.	W. Knapp	4	IKQ1698	31
32.	T. Baruth	6	CDP1693	32
33.	F. Sebastian	5	EGK1689	33
34.	B. Haden	3	HIN1681	34
35.	D. Munsell	5	ECH1681	35
36.	W. Scott	6	EEK1674	36
37.	S. Martin	3	CFF1673	37
38.	E. Miller	5	EHL1644	38
39.	K. MacDonald	11	DEJ1632	39
40.	P. Carson	3	ECD1625	40
41.	J. Kenower	5	CEG1605	41
42.	D. Fuller	—	CEG1600	—
43.	I. Le Bouef	—	FHL1587	—
44.	D. Stephens	3	GHN1584	42
45.	J. Frediani	—	FCF1584	—



FIRE AS YOUR GUNS BEAR

Bold and Resourceful Maneuver in Fleet Actions under Sail

By Leonard P. Carpenter

Most of us who do our fighting from the decks of ragwagons have chosen this demanding and dangerous mode of service because a historical setting is evoked with extraordinary vividness. We have learned to love the space between wind and sea. The rumble of gun-trucks across wooden decks—the bravado of desperate crewmen as the enemy looms near: “For what we are about to receive, Lord we thank Thee”—the thunder of broadsides unleashed in a splintering havoc which, one hopes, may never again afflict real men—such atmosphere is recreated in the play of *WOODEN SHIPS AND IRON MEN*.

The game’s vividness is enhanced for me by the wealth of good reading available on the historical period, and by the use of the highly detailed ship miniatures which are easily substituted for the cardboard counters. But central to the game’s appeal is its emphasis on maneuver. Land battles usually boil down to a defense of fixed positions and a “numbers game” of attack strength allocation. But fighting a running battle at sea requires both players to make continual, simultaneous decisions, any of which may prove fatal. The game demands the formulation of tactical principles which can be applied to varying situations as they arise. An astute player tries to evaluate problems rapidly. He develops reflexes for dealing with them based on the experience of many battles.

It speaks favorably for *WS&IM* that the most effective tactics are the historically authentic ones. The game mechanics are well subordinated to history. The doubts and schemes which preoccupy a serious player as his squadron sails into battle seem to be the selfsame ones which were weighed by resourceful commanders like Nelson, Cochrane, and Hornblower (whose fictionality I refuse to

acknowledge) as they paced the heaving quarter-decks. A roughly even encounter on the open sea is an excellent laboratory for the demonstration of pure tactical principles.

My purpose is to discuss these principles and their application in combat—writing with no special qualifications other than my enthusiasm as a player. Later I shall make suggestions for scenario design and rule variations. If my advice can keep any earnest young captains off the beach, off the casualty lists, and out of the noxious enemy gaoles, I’ll feel I’ve done my part.

Concentration of Force

Probably the first principle of warfare on land or sea is concentration of force. By opposing the greatest possible amount of your strength to a lesser portion of the enemy’s, you are likely to inflict destruction more rapidly than you sustain it. You will have caused a part of his force to remain inactive, while utilizing your own to the fullest. The sooner a single unit of his fleet is put out of action, the less total firepower he will derive from it during the course of the games; thus one of his ships sunk during the first turns of fire is nearly a total loss, while one of yours sunk on the last turn of the game may be no loss at all. These factors can spell victory for you. But concentration of force requires forming a far-sighted plan of maneuver and, more difficult, adhering to it.

In a DYO scenario, the first opportunity to concentrate force comes during ship selection. A few large vessels can get into play faster and concentrate more firepower in a small area than can a swarm of smaller vessels. If part of your fleet spends a long time getting in position to open fire, it represents a costly disuse of firepower. More battles

have been lost by traffic jams than by magazine explosions. This factor must be weighed against speed, maneuverability, and the occasional benefit of superior numbers (discussed later) in selecting ship size. The same consideration makes high-quality crews a better buy than “underprivileged” ones, since they concentrate more gunnery and melee strength into a single vessel.

Once the enemy is sighted, your task is to divide his force, or, if it is already split, to keep it that way. Before battle, every competent admiral gets down on his knees and devoutly prays to face a divided foe. The division enables you to attack the enemy force in detail and concentrate your strength devastatingly. Whether the separation be due to the enemy’s inexperience, a shared command, a variance in ship capabilities, or some other misfortune, it can usually be aggravated by chasing one group of ships away from the other. You should preferably attack the upwind group to make the approach of the others more difficult. You should station any excess part of your force to threaten rakes to enemy ships which are seeking to turn and approach the fray—if the distance isn’t great, you must get your sentries into close range to pose an effective threat. Except for such necessary detachments, your own ships should generally be kept in a tight line, the most compact and maneuverable formation which allows all vessels to fire. To exploit the enemy’s weakness your ships should pass close to the targets, firing initial broadsides as they bear. When they start to pass out of range you must decide whether to turn, halt, or steer toward a new target.

If your foe is also an advocate of the line-ahead formation, there are still ways to divide him. The most washbuckling tactic is to cut his line with one

or more of your own lines. This was the method used by Horatio Nelson to secure history's most famous naval victory at Trafalgar Strait. A more modest example is shown in Fig. 1.

Theoretically the enemy's rearmost ships will be stopped by your perpendicular line while his van will keep moving at least a short distance, and thus have difficulty turning back into action; meanwhile your ships can rake and surround the halted vessels. The tactic requires mobility and a staunch willingness to face rakes and collision.

Valiant sailors are rewarded by the discovery that the toll taken by rakes grows less severe as range grows shorter, since initial broadsides are soon expended, fewer ships are able to combine fire on a nearer target, and the loss of rigging is relatively unimportant to a ship which is thrust into the thick of the battle and guaranteed plenty of targets on succeeding turns. It is to be noted that by attacking with two parallel lines, Nelson in effect doubled the speed at which his entire fleet could get into action.

In ordinary exchanges of broadsides there are various ways to concentrate force. One is to direct the fire of several ships on a single enemy target. This should be the most vulnerable or severely damaged target available if you want a rapid reduction in the enemy's force. It should be a target near his rear if you seek to divide his line, or his lead ship if you wish to slow or disrupt his entire formation.

Another way to concentrate force is to get your strongest vessels into close action with his weakest—but you should avoid engaging his behemoths with your brigs. Instead try to stand off at the longest range possible, or else use the smaller vessels' superior speed and mobility to angle for a rake—though not at the expense of the integrity of your line. See Fig. 2.

Concentrating your force by moving obliquely toward the enemy rear is diagrammed in S. Craig Taylor's article "Fighting Sails" in Vol. 13, #2. This is shown to be combined with flanking and doubling

Figure 1. In a Revolutionary War battle the British, having gained the weather gage, are successfully cutting the French line. Ship 1101 (HMS *Imperious* -80 guns) has borne the worst of the rakes and can breach the enemy line without much fear of grappling since she has more numerous crew than the French class 2's nearby. Ship 1202 (*Venomous* -74) has paused during her approach to wait for the rest of

the enemy line to obtain stern rakes and multiple fields of fire. A ragwagon engaged by more than one enemy at close range, especially if "boxed in" by raking ships, can expect to be reduced rapidly to matchwood . . . so rapidly, in fact, that the attacker had better be planning how to get his ships into action against his healthier foemen and to steer clear of a drifting or burning hulk.

A corollary to the principle of concentrating force against a part of the enemy's fleet is to distribute his firepower, and the damage it causes, as evenly as possible among your own ships. Ordering your ships to keep station in line will help achieve this. Posting the strongest vessels in the most exposed positions, such as the van, also helps. Nelson doubtless took this into account at Trafalgar—his flagship *Victory* was built to stand repeated rakes and crash through an enemy line. Although personally leading the attack lost Nelson his life, it undoubtedly paid to put the strongest ship—and the most resolute commander—to the fore.

Screening damaged vessels by (judiciously) providing undamaged ships as nearer targets will also distribute damage. A seemingly slight difference in duelling vessels' hull and gun attrition rates can send the weaker ship to Full Fathom Five with frightening rapidity—the more evenly matched and expert the opponents, the earlier such an attrition "edge" must be recognized and guarded against. As John D. Burt points out in his article "The French are In" (Vol. 14, #5), the play of those few vessels which inevitably suffer severe damage often decides the outcome of the battle.

Utilization of Force

A second set of tactics involves making the best possible use of your resources while preventing the foe from doing the same. The most obvious example of this is to achieve rakes—so that the enemy can't return your fire at all—or else to allow him only a partial return broadside under the Advanced Game

the line (moving more slowly in Attitude C.) She attempts to screen ship 1203 (*Renegade* -74) from a rake; *Renegade* must turn under full sail to keep up a satisfactory speed for the British line. The rear of the line, moving one hex per turn, threatens rakes to any of the French van ships which seek to turn around and reinforce their rear. The French flagship 2101 (*Revanchement* -104) will find it particularly

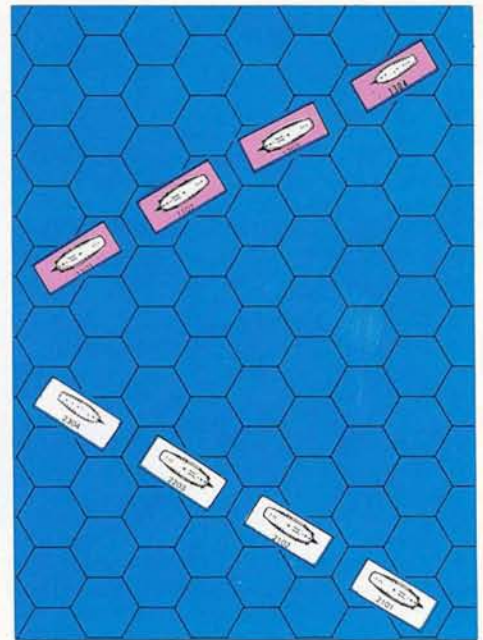
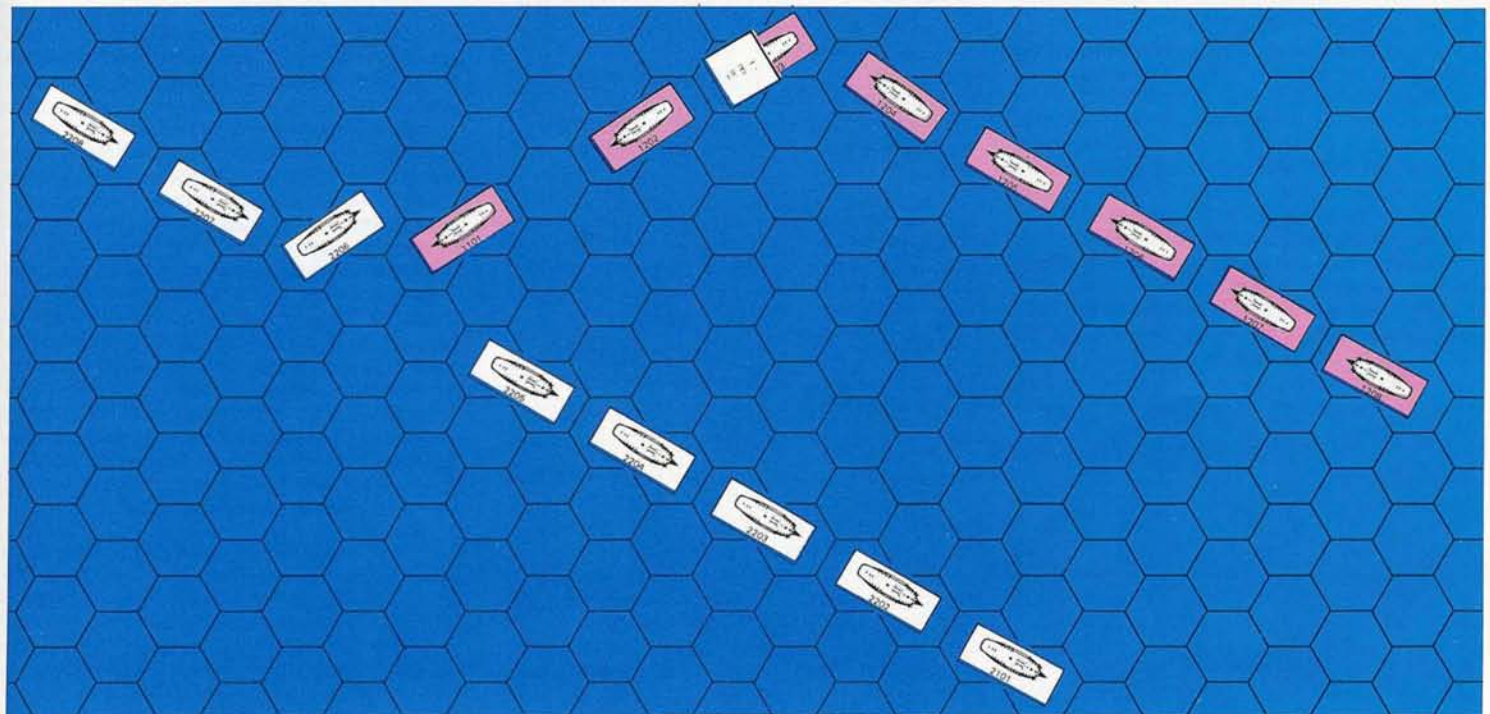


Figure 2. In this equal-appearing action the situation is far from equal. Regardless of wind direction, the British (black) squadron has a decided advantage this turn and for as long as these positions are maintained. The strongest British ship 1101 (*Benign Sovereign*-100) can fire at short range with devastating effect on the weakest French ship 2204 (*Flambeau*-44). The other British first-rater 1102 also has a weaker foe engaged at relatively short range. By contrast the French (red) flagship 2101 (*Tres Terrible* 110) can bring only inconsequential fire to bear on the tail of the British line. The British admiral has in effect concentrated his firepower.

rules. To overlap your vessels needlessly, so that they block friendly broadsides, is the most blatant violation of this principle. Free fire is the overriding factor which favors the Line Ahead formation. Using it requires patience, but it also is a great boost to morale to reform your line deftly while the enemy ships are milling about and colliding.

hard to come about with a turning ability of 1. The unfortunate commander of French ship 2206 (*Pontard*-64) has sealed his doom by turning upwind against a murderous succession of British right initial broadsides. The British will concentrate their fire on the sternmost three French ships, attempting to capture one of them and sink two, before turning to deal with the French van.



Another elementary rule is to load your initial broadsides with roundshot so as to be able to open fire with maximum effect at full range if necessary. Any secret loads of double shot (range: one hex) are a luxury probably purchased at the cost of your initial broadside, unless you possess exceptional foresight or stubbornness.

Optimal use of resources usually depends on your long-range plan of battle. Thus you face a basic decision whether to close with the enemy, and if so whether to grapple—or whether to stay just outside carronade range, or at maximum range—or, in an uneven match, whether to run and keep your “fleet in being.” You won’t want to risk grappling with better-crewed vessels unless the opportunity to grapple or foul “two-on-one” arises. If the enemy is stronger in carronades, it pays to steer clear of his little “smashers.” But closing to pistol range sometimes enables a vessel to escape the field of fire of a duelling foe in a single move; it puts a higher premium on maneuver and makes it more possible to outwit one’s opponent. If your ships are of equal or only slightly inferior crew quality, you may get in close with reasonable safety from grapples, assuming that your opponent knows the bloody futility of an even boarding match.

In part your decision to close determines when to use your initial broadside. It’s obviously desirable to open fire as early as possible if the fire has effect. Furthermore, analysis of the hit tables indicates that the initial broadside bonus is only marginally more beneficial at close range. The main reason you may wish to hold your fire is to get within five-hex range and use the initial broadside to achieve an edge in hull attrition. But I don’t want to discredit other motivations such as sheer grit, subtle psychology—or the desire to lure your opponent into a close encounter of the worst kind.

A final aspect of resource use is: not forgetting that your vessel has two sides. Bringing a fresh and undamaged broadside into play can spell the difference between a poor maneuver and an acceptable one. As part of a larger plan, passing between two elements of the enemy fleet (hopefully without becoming engaged on both sides for more than a single turn, due to the inability to reload more than one broadside per turn) provides an excellent chance to exercise idle gun crews.

Target Selection

The central element of your battle plan is the selection of targets—the provision you make for dealing with each part of the enemy force. Once a target and a mode of attack are selected, you should stick to your guns with dogged determination, regardless of the doubts and distractions that arise like spectres out of the powder-smoke. Major reversals and opportunities which require change do occur—but less frequently, the better your plan.

One approach is to grapple and board the largest enemy craft whose prompt capture you can ensure. A substantial melee margin is required for quick subjugation of the crew; therefore grappling and melee should not be undertaken lightly. Table 1 shows the probable losses to be suffered by both sides in a melee which reduces the weaker force to the 1-3 odds required for victory. (The stronger force is assumed to be the Attacker and the weaker one the Defender.) Thus, attacking at a melee point superiority of 150 to 100, you can expect to lose 50% of your original crew, while destroying 75% of the enemy’s weaker crew, in obtaining 3:1 odds (approximately 75:25 remaining melee points.) This is a dearly bought victory, and it would probably require at least two turns of melee to achieve.

In projecting these casualties, the table assumes that losses during the melee will occur at an equal rate to Attacker and Defender. This is more reasonable than it may seem at first, when one

considers that high-quality crews will lose strength faster than poorer ones as a result of crew hits, and that when both crews exceed 80 points they’re rolling on the same melee damage table. If the difference in crew quality is extreme, the superior crew can lose strength faster than the weaker one and eventually be defeated—attacking green or poor ships of any size can be risky.

In view of these shocking casualty figures, efficiency—as well as respect for human life—demand a truly decisive superiority for grappling. Two-to-one odds seem to be the minimum acceptable ones except in desperation. Remember that your victorious ships will be depopulated even further to provide the necessary prize crews.

Melee superiority is one point in favor of a large, high-quality flagship which can best virtually any foe it encounters. If you have a clumsy class 1 vessel, with her sticks blown out by repeated rakes suffered while leading your line into battle, shove her at the enemy line—this kind of vessel tends to be very gregarious—and any enemy ships fitting this description should be studiously shunned.

TABLE 1
Probable Melee Losses
(Advanced Game)

Odds (A:D)	Equal Losses	
	Attacker	Defender
2.5:1	10%	25%
2.25:1	17%	38%
2:1	25%	50%
1.75:1	36%	63%
1.5:1	50%	75%
1.25:1	70%	88%
1:1	100%	100%

As a method of capture you may need to consider ramming as well as grappling. After capture you can roll twice per turn on the unfouling table to disengage the victor and victim. However, agonizing delays can still occur. Any vessels which become fouled should not be in a position to block the intended movements of the remainder of your line, or start a sargasso sea of drifting enemy hulks. Both fouled ships can expect to attract plentiful gunnery and boarding attempts from maneuverable enemy ships. Even unfouled and ungrappled ships can be difficult to untangle. One useful tactic is to move a ship adjacent and grapple it to friendly ships which are about to drift—on the following turn they won’t drift, since they’ve now grappled to a ship which moved the previous turn. The blocking ships will drift away, and the ships can be automatically ungrappled the same turn and moved the following turn.

Of crucial import is the provision you make to prevent reinforcement of any melees by additional enemy vessels. Your target should be carefully “cut out” from the fold and quickly overwhelmed. Prolonged melees can disastrously weaken your crews’ subsequent gunnery.

One tactic to consider, and to guard against, is the transfer of excess crew to an attacking ship before grappling. The game rules are very permissive in this regard, and decisive melee superiority can be obtained, though only at the expense of the gunnery and melee strength of other friendly ships. Commanders should be required to announce that they’re “lowering boats,” without specifying the transfer crew’s destinations, to keep this practice from being unrealistically sneaky.

If you are capturing a vessel you may as well do it early—the sooner its guns start voicing your arguments, the more persuasive your views will be. By the same token you should avoid doing excessive damage to the ships earmarked for boarding—some rigging damage may be required to slow the vessel, but additional gunnery (even grapeshot) isn’t likely

to help. To dismast a ship first, then shiver her timbers with roundshot, then send boarding parties over to subdue her frenzied crew, is a wasteful instance of “overkill”—it leaves you with a demolished prize and possibly a “sinking feeling” if one of the vessel’s former allies sails up. Better to take her in mint condition and get plenty of use out of her, as well as prize money.

Don’t expect to capture the entire enemy fleet by melee, and don’t even get a little greedy. Too much success at boarding will leave you with your strong ships depleted and a number of weak, skeleton-crewed prizes, teeming with prisoners. This gives you little gunnery strength against the neglected remainder of the enemy force. In effect you have dispersed your strength—and a vessel, like a crown, is easier to seize than to hold. The vessel or vessels you capture should be integrated into your line, but screened against excess crew hits to protect your one-to-six ratio of captors to prisoners.

So choose your “grappling targets” carefully. Circumstance or a skilled foe may still preclude such boarding attempts. Some argue that boarding is so chancy and potentially disruptive to maneuver that it should be avoided except during “mopping up” (a phase which non-campaign games seldom reach, once a probable victor is acknowledged.) I feel that since it can be done cleanly and successfully it should always be considered as a tactic.

The largest enemy ships pose the toughest problem, of course. Their commander wants them engaged early and kept in the thickest part of the fight, relentlessly pounding your ships till blood streams from your scuppers. One way to dissuade them from this uncharitable course is to destroy their rigging. This will tend to separate them from a running battle, as well as expose them to rakes, and it should prove faster and less costly than trying to riddle their massive hulls. If you can totally dismast and isolate one, it may even be forced to surrender by immobility. In any case it will suffer more punishment limping into battle later. Just beware of one technicality—called “rigging repairs”—lest, late in the game, your battleworn ships find an *undamaged* first-rater bearing down on them.

Those enemy ships which you don’t intend to grapple or immobilize—the majority of the enemy fleet—you must endeavor to sink. This involves firing round shot at their hulls. Don’t shilly-shally—some rigging damage may occasionally be a desirable prelude to *The Deep Six*, but it shouldn’t be part of regular doctrine. Hull damage is paramount. Furthermore, if you are trying to separate the enemy force, you want to preserve his mobility; a speedy foe is capable of making more severe errors. To inflict hull damage faster than you sustain it will be your first priority in the gunnery duels which will constitute the “meat” of the battle.

Hull attrition requires close monitoring in order to see dangerous trends developing. The luck factor in these battles is seldom decisive enough to negate the effect of a duelling advantage in gun or hull strength (the critical hits hold more surprises for an ambitious captain than do the vagaries of the hit tables.) Still, if the cloud of doom begins to hover over one of your battered hulls, you are faced with the alternatives outlined in John Burt’s article: ignoble flight, a desperate grapple, or a hero’s death with both broadsides thundering.

One other alternative which may prove viable is to abandon ship, transferring one or more crew sections to an adjacent friendly ship to enhance its melee and gunnery strength. However, the rules seem to indicate that this cannot be done on the turn the ship actually strikes, even if TBP’s are already plotted; you must scurry like rats the turn before she strikes. So, if you are abandoning a ship in

anticipation of its striking, be sure that, if the enemy prefers to capture rather than bombard it, you can administer the coup d'etat yourself by gunnery.

The preceding paragraphs prescribe selection of targets and modes of fire by the entire fleet working in coordination. I recognize that, historically, such harmony of purpose was seldom achieved—often the admirals could only hope that their captains would show a uniform willingness to engage the enemy by any means available—and that usually this hope was vain. Some might argue that even a simple tactic like “screening” of damaged ships is unauthentic, given the command and morale limitations of the period. However, I maintain that high levels of organization were sometimes attained, and that when they were they generated the best tactics and most memorable victories. Nelson's ideal of a “Band of Brothers,” captains well-indoctrinated to a set of tactical concepts embracing all situations—and therefore able to cooperate even without efficient communication between ships—proved its worth at Trafalgar. *WS&IM* lends itself to closely coordinated moves and thereby imitates the best, if not the majority, of naval encounters. The real proof of these tactics is their effectiveness, which I hope will promptly be tested in combat.

The Weather Gage

Seizing and exploiting the upwind position seems to be of great importance to most players. I agree that it can provide a crucial edge; perhaps this is most true in the most expert play. Yet it's hardly an unmixed blessing—for one thing it confers the moral burden of attack, which usually involves some initial added risk. (There are those commanders who, given the weather gage, will hang back and blithely expect the leeward force to attack; this is likely to result in an inconclusive game fought at maximum gun range. Optional rules will have to be devised to provide the deserved court martials and firing squads for such recalcitrant lubbers.) However, offensive tactics are possible from downwind, as exemplified in Fig. 3.

One advantage of the weather gage is time—the weatherly fleet may rush down on the leeward one to press some existing advantage; or else it may take time to unite, reform, or realign its own vessels. Either option requires a prompt evaluation of the starting situation—in a DYO scenario; you are more likely to derive an advantage from the initial setup than from subsequent play. A leisurely approach to the attack position is seldom preferable unless the foe can be counted on to make a mistake.

Another advantage of the weather gage is greater mobility toward the foe. The upwind fleet has a greater choice where to attack and a greater chance to apply the tactical principles described so far. The value of this initiative is greatest if full mobility (intact rigging) is preserved. Furthermore, the initiative is largely sacrificed as it's used; ships committed to battle tend to become locked in place.

One potential disadvantage of holding the weather gage is that it renders escape a less viable option. If your ships are getting the worst of it, they have little chance of slipping past the enemy fleet or beating their way back upwind. Of course, in an equal fight, your battle plan should not envision escape; besides being essentially dishonorable, flight is a poor recourse in *WS&IM* because it leaves the opponent in possession of both sides' struck or disabled prizes. A more significant disadvantage can be that immobilized ships of the weatherly force will drift downwind toward the enemy line. This usually proves a misfortune to the particular vessel and her crew, whether it helps or hinders the weather fleet's overall utilization of force.

It's interesting to note that, given the above properties of the weather gage and the lee gage, the plan which best exploits both is one which I've

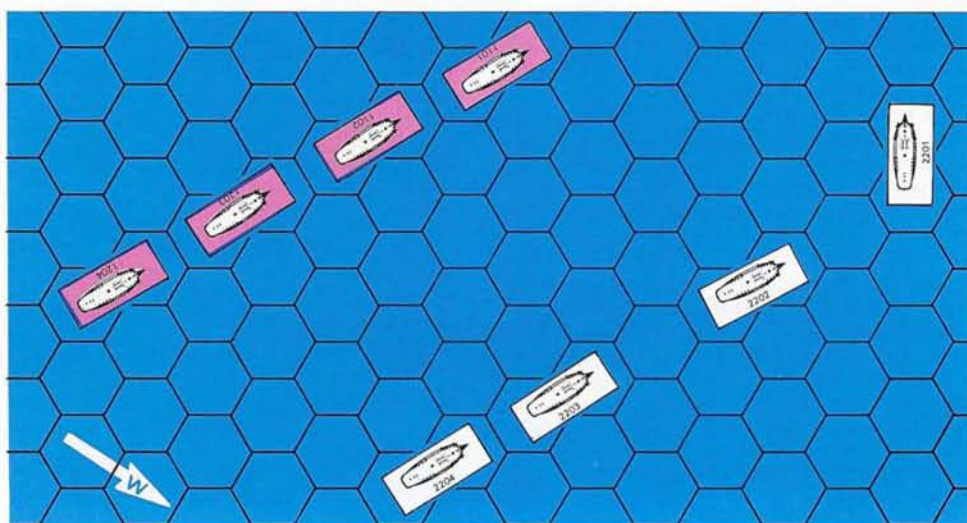


Figure 3. The French line, in the downwind position, ran ahead of the British in a parallel race. British ships 1101 and 1102 (*Arbiter-110* and *Oppressor-100*) had their foremasts shot away by rakes while seeking to close with the enemy in line abreast, since they have a turning ability of only 1. Most of the British fire has been directed toward the sternmost two French ships. Thus French 2201 (*Tyrannicide-80*) is

able to turn upwind and achieve rakes. Her captain is considering raising full sail on the next turn, since the British flagship is unlikely to turn upwind and risk multiple stern rakes. Any immobilized British vessels will drift downwind toward the French line.

already discussed; using the speed and initiative of a weatherly position to sail down and cut the enemy's line. If successful, it leaves part of your force in a leeward position, the better to block his escape. This was another element of the monumental victory at Trafalgar, since the combined French and Spanish fleets would have been more than happy to avoid battle.

Other Tactics

A few other aspects of maneuver invite discussion. For one thing, the following turn's movement potential of each ship should normally be maximized by ending in the best attitude to the wind. Thus, instead of moving directly in attitude C, a class 2 ship may luff upwind, starting and ending each move in attitude A. It progresses at the same speed, holds open possible alternative moves, and may even mislead the enemy regarding its intent. The tactic doesn't warrant suffering a rake, of course, but it may create the possibility of raking the enemy.

Similarly, ships in line which are not yet able to open fire can often adopt varying angles and feint movement to the side, although any real deviation from the line should be part of a careful plan. They can also raise full sail if out of range or screened. One intriguing possibility is that of “leapfrogging” ships at full sail, behind screening ships under battle sail, in order to increase the overall speed of the line. Bypassing at least the leading ship can be a necessity if it has been slowed by rakes.

In general, full sail should not be used to enter the extreme gunnery range of first or second-class ships. This error ruins more plans and bogs down more battles than any other. The cautious foe, anxious to commence gunnery, and unable to fire at anything but rigging anyway, is likely to do terminal damage to a mast. For want of a mast, the battle was lost. The captain with grandiose schemes finds it hard to reduce sail at the prescribed time, but it's a lesson which must be learned sooner or later, cheaply or dearly.

During the middle of the game, full sail is a luxury afforded only to screened ships, stragglers, and cowards. But the prudent captain who has preserved his hamper is still to be rewarded—once vessels are within five-hex range, hull-pounding often becomes an essential priority, and full sails can be raised with impunity, especially on ships slated

for an imminent change of fortune (grappling, sinking, etc.). This fact makes maneuver more flexible and increases the thrills and reversals of infighting.

Whenever safely possible you should flank, box in, or double the enemy line to obtain rakes and concentrate fire. The potential (not a certainty) of achieving these positions more readily is the sole advantage of having a numerical superiority in ships—whether obtained by capture, fleet attrition, or the dubious expedient of purchasing weaker vessels. The ability to gain these advantages is more dependent on position than on number of ships—but in the (overly) common case of two lines sailing parallel downwind, it's obviously easier for the longer line to detach one or more ships to obtain rakes, while still engaging the enemy's entire line broadside-to-broadside and hindering him from using the same tactic. If the vessels thus detached are relatively weak ones (also more maneuverable) then enough gunnery force should be stationed in the line to discourage the foe from risking a rake to obtain a devastating shot at the weakling.

As the battle proceeds, if you achieve your goal, you will put forward a formation strong enough to “break” your enemy's intended formation (or unintentional conglomeration) and precipitate a “general chase” on terms favorable to you: this could mean a superiority of force (at least a local one) or a substantial lead in damage inflicted. The “chase” aspect may not be so apparent in fighting a well-organized and tenacious foe—but unyielding opposition will probably only make your victory more rapid and decisive.

Scenario Design

Deciding on the size of a Design-Your-Own scenario is normally the first step. Multi-ship actions are preferable in that they enable more to be accomplished by maneuver—so enough points for more than one respectable ship should be allowed. A handicap should also be considered. *WS&IM* is an easy game to learn while playing, but a novice should have at least a 20% edge in purchase points over a veteran commander; experience can readily compensate for that much advantage.

Before buying ships, both players should be clear on victory conditions, including any special features such as “friendly” board edges. Although victory is usually conceded once either player's lead

becomes substantial, the tallying system can help make this apparent. After ship selection it should be agreed whether there is to be any anchor ground. Also select the wind change number, if any.

A fluid way to set up fleets is to choose first the quadrant (quarter) of the board on which you'll place your ships. When both players have done so, determine the wind direction. Then both players can set up simultaneously and blindly, using the box covers as a screen. They should set up at least five hexes back from the common board fold so as not to begin inside gunnery range—excess ships can be set up off-board as long as they enter through the designated area. This system is historically authentic in that it allows both sides only a limited degree of choice regarding the weather gage; one side is likely to be able to seize it if desired. This procedure provides a wider variety of encounters than the straitlaced battles, following the "fighting instructions," which tend to result from starting out equal before the wind.

Notes for scenarios where miniatures are used: The Valiant line of ship miniatures can be used on a grid of one-inch hexes with no game rule changes required. To make ships readily identifiable in large scenarios, they may be placed on top of the numbered cardboard counters supplied in the game. Tufts of cotton can be placed as a reminder which ships have fired, giving a realistic appearance of smoke. All this combines the smooth playability of *WS&IM* with the esthetic appeal of a miniatures game.

Rule Variations

There are only a few rule refinements that I would endorse to maintain authenticity in the game (but not at the expense of simplicity) and to enhance the value of maneuver and cunning. All of them should be easy to adopt for any scenario at the players' mutual consent.

Regarding wind change determination, I believe it should be rolled for every turn, if at all. This removes the temptation to reposition your ships for a big wind change every third turn—an unrealistic and distracting factor, but a necessity if you're playing carefully under the basic rules. Usually I seek to minimize wind changes since they disrupt planned maneuvers, cause traffic jams more suitable to *TRIREME* than *WS&IM*, and throw the outcome of the game to chance (whenever some sea-lawyer gets in a difficult position, watch him start whistling for a wind change!) Rolling two dice for a "12" each turn will yield half the probability of a wind change that rolling one die for a "6" every third turn does; this is usually an adequate element of uncertainty for me. But other wind change number equivalents are given in Table 2, to yield the same probable frequency of wind change that exists in the historical scenarios.

Most players I've met have expressed some degree of dissatisfaction with boarding as practiced in *WS&IM*. Some say, "Never grapple." Others ignore even the most advantageous opportunities to board. They seem to feel that meele somehow violates the spirit of the game. One problem may be



a degree of incompleteness in the boarding rules which occasionally leads to tedious debates and unpleasant surprises. Grappling may also be too dependent on luck, and therefore, too difficult to incorporate in a firm battle plan. Boarding actions are certainly difficult to withdraw from, and, if ineptly joined or overly prolonged, may transform the game from one of maneuver into a static seaborne exercise of land tactics, reminiscent of the *Battle of Actium*.

Grappling can safely be shunned by mutual consent of the players—yet an aversion to boarding is hardly consistent with your duty as a dedicated naval officer. Instead I propose using the Optional Melee Strength Tables (OMST), Table 3. It is intended to alleviate the problems mentioned above.

The OMST subtly changes several aspects of boarding. Most important, it provides an incentive for the selection of DBPs by giving them a higher melee strength. As John Burt's article points out, there is currently no good use for them, since an OBP has the same strength, plus a chance of taking the enemy ship without a struggle. Currently DBPs tend to be selected only in cases of unintentional fouling where neither side feels it can benefit from melee—and even then the suspicion that one's opponent will designate "NBP" and use the entire crew for gunnery often tempts players to designate OBPs rashly. This situation leads to many costly and inconclusive melees. Beefing up the DBPs creates a real likelihood that at least one side in the battle will tell off one or more of them, either to resist a superior force or to keep part of the crew free for gunnery. Since DBPs still only melee if attacked, there remains the possibility of the "attacker" mustering no BPs at all, but simply cannonading the foe at range zero. The battle of wits implicit in the game's boarding system—a thrilling fight

because the stakes are high—is thus intensified. The historical tactic of grappling without immediate boarding, relying instead on gunnery, becomes more practicable. Yet boarding is made more difficult, requiring a greater superiority in overall crew strength—so captains should be less inclined to risk starting a game of "musical ships."

TABLE 3

Optional Melee Strength Per Crew Square Kind of Boarding Party*

Crew Quality	TBP**	OBP**	DBP***	
			of Raking Ship	Other DBP
Elite	0	5	7	8
Crack	0	4	6	7
Average	0	3	5	6
Green	0	2	3	4
Poor	0	1	2	2

*If a DBP obtains 3:1 odds computed using its enhanced value, it captures the attacking ship, unless an enemy DBP is on board. If so, it continues to fight the DBP for the remaining rounds until melee ceases.

**Same as basic game.

***If grappled to enemy ships in both rake and nonrake positions, use the lower DBP value against all attackers.

I can find no historical objection to giving the defending crew a strength edge; although melee amid ropes and fallen spars is surely a confused fight, offense is bound to involve certain disadvantages, such as that of crossing the unsteady gap between vessels in the teeth of pikes and muskets. The existence of elaborate systems of protective netting on Napoleonic period ships suggests another advantage of defense.

The difficulty of attacking clearly varies with position. Thus, if the defending vessel has a rake, the high, protruding bow or stern of the attacker is grappled to the relatively low beam rail of the defender. Therefore, crossing over should be only moderately difficult, as is reflected in the chart. If the ships are in any other position, the attacker is faced with either a narrow avenue of approach (bow to bow, stern to bow, etc.) or the wide, grinding gap created by the "tumblehome" of two rounded hulls grappled broadside to broadside. This results in the enhanced strength which the table allows defenders occupying non-raking ships.

Although it's not allowed in the rules except by mutual consent, I believe a vessel should be able to automatically throw off grapples which it originated, without rolling on the ungrappling table. This stands to reason since a ship's crew should find it far easier to locate and detach their own grapple lines than the enemy's. Using this interpretation simplifies disengagement from an unproductive grapple.

Another rule modification which affects grappling is really easier than it sounds—it involves doubling all distances in the game. Gunnery, movements and drifting ranges are double, although each ship's turning ability remains the same. This increases the scale of the ship and provides for greater articulation of moves and more concentration of ships and firepower in the same area. Since grappling is still only allowed between "adjacent" ships, it's possible to achieve closer gunnery range with less risk of melee. This system is worth trying at least—the "feel" of play actually benefits from it.

One final rule refinement which I favor (while deploring its effects as dreadfully inhumane) is the addition of "+1" to the grapeshot modifier for every crew section which has been included in a boarding party on the target ship. This is to simulate the gruesome effect of cannister shot on a crowded deck. The rule should combine interestingly with the

TABLE 2: Table to Equalize Wind Change Probability

Wind Change Number (rolled with one die every third turn)	Probable Frequency Of Consulting Wind Change Table	Equivalent Number (rolled with two dice every turn)
6 (only)	every 18 turns	11 (only)
5 (or greater)	every 9 turns	9 (only)
4 (or greater)	every 6 turns	7 (only)
3 (or greater)	every 4.5 turns	7 or 11
2 (or greater)	every 3.6 turns	7 or 9
1 (or greater)	every 3 turns	7, 9, or 11

use of the OMST. Of course, any commander exploiting such a bloodthirsty tactic deserves the harshest moral censure. But then war makes beasts of us all.

I have made all the above observations and proposals not intending to impose a new, stultifying set of Fighting Instructions on the art of war under sail. My aim is rather to circulate my ideas among a Band of Brothers and provoke thought, and possibly controversy, which will improve the general level of play. I hope these doctrines will help get a ten-guinea sword voted to you by the Naval Society. If not, put up the bravest fight possible, so that in the end you can say, like the dying Nelson, "Thank God I have done my duty."



FOREIGN READERS

Due to contractual obligations with our exclusive distributors we cannot accept mail orders for games from Australia, Britain, Germany, Greece, Italy or Japan. Such orders must be placed with our exclusive distributors whose addresses you'll find listed on Page 2 of this magazine. Orders for parts and airmail subscriptions to the *GENERAL* are not subject to this ban. APO and FPO addresses of U.S. servicemen likewise are not subject to this ban. We also urge you to get in touch with the distributor for your country in regards to placing your *GENERAL* subscription through him which in most cases will result in considerable savings for you.

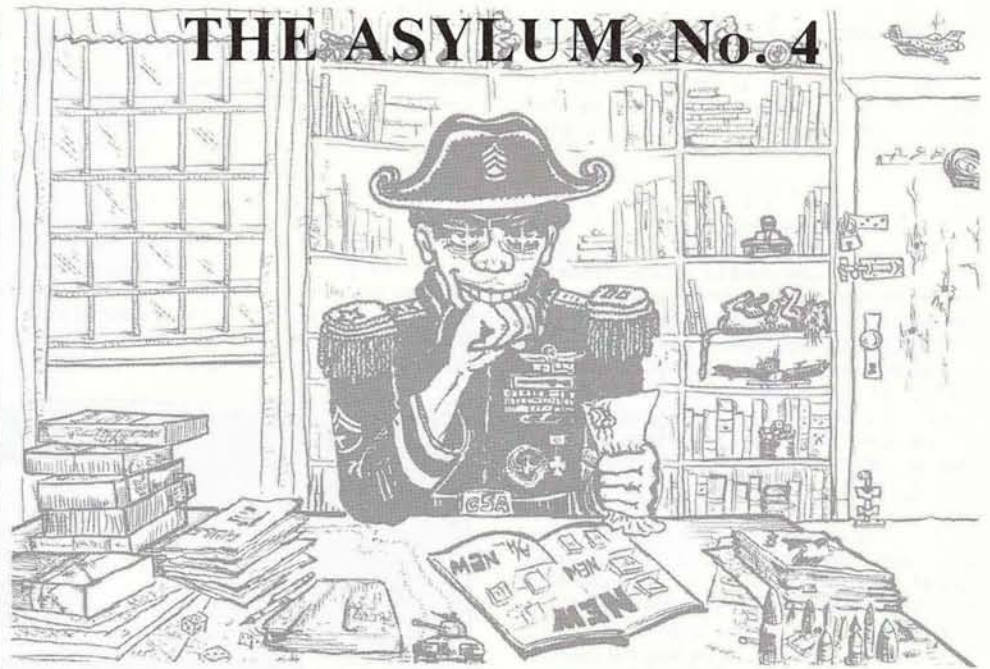
PBM EQUIPMENT

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Each kit sells for \$6.90 postpaid and includes enough materials (4 pads) to play virtually dozens of games, including addendum sheets which list grid-coordinates for those games not already possessing them. Half kits consisting of two pads and all the pertinent instructions sell for \$3.50 postpaid.

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- *RUSS CAMPAIGN
- *WATERLOO



BATTLE OF THE BONES

By Alan Moon

The General has been ordered to head a Hopper Army.

His force will contain 32 Divisions of Grass Hoppers, 7 Squadrons of Flying Roaches, 15 Divisions of Armored Japanese Beetles, 1 Division of Spider Engineers, and 4 Divisions of Mercenary Red Ants. Well trained, well equipped, and veteran combat units, there are no bugs here.

Intelligence informs The General that his adversary has a force containing 4 Squadrons of "Old" Hornets, 1 Squadron of "New Elite" Hornets, 4 Divisions of Amphibious Centipedes, and a Baby Armadillo.

From a bluff, The General surveys the rocky pasture that will be the battleground. Laden with prehistoric human bones, it is a graveyard to the sun. Belying no age, feigning no grace, and hiding no secrets, it reveals a history of torments. One more to come.

To the right, an area of rough ground filled with jagged egg shells. In the center, embryos, apparently from the eggs on the right, congealing in the sun. To the left, thick, high grass and weeds, dotted by petrified rocks.

On the far side of the pasture stands a giant cross. Through binoculars, The General reads the words on it, written in gold—JESUS SAVES. He smiles as he spots the smaller words below these, scrawled in white, spray paint—BUT ESPOSITO SCORES ON THE REBOUND. Probably on a tip in, he thinks.

Behind The General, a bicycle, one wheel gone, handlebars bent, sits on its seat. Its bell begins to ring in the wind. The General has an urge for ice cream. Round One.

Reconnaissance reports that the Armadillo is advancing on the left flank. The General is not surprised, this is the weak spot. He dispatches the Mercenaries, with a squadron of Roaches as air cover, to meet him (or her).

The General will try to scare the Armadillo off, knowing he is a green combat unit. Otherwise, The General may have to sacrifice a large part of his force as food, hoping the Armadillo will overeat and have to nap. Armadillos are known for their gluttony!

Scouts report the centipedes advancing on the right. Though rough ground for normal infantry, these multi-legged devils seem to be having little trouble. The General sends the bulk of his veteran Grass Hoppers, along with his Spiders equipped with fly-paper, to meet this threat. But where are the Hornets? The General orders more scouts into the air.

A messenger from the left flank indicates the Armadillo has eaten up half of the Mercenaries and Roaches against him, and seems insatiable. Great. The General thinks, a Baby Armadillo with a hearty appetite. Time for drastic measures? The experimental sneezing powder? Yet, hadn't the scientists worked on the "heavy pepper" program just for such a contingency? A general can have no ethics except to beat the enemy. The decision is made.

One capsule should do. Very volatile stuff. A Roach with the nickname "B-29" volunteers to carry the payload. The General gives him his orders personally.

The Grass Hoppers, using the fly-paper, have managed to halt the Centipedes advance. The fighting is vicious. Legs lay everywhere.

Suddenly, a screeching whine fills the sky. The Hornets. The Roaches are caught on the ground and slaughtered by the dive-bombing Hornets. Only a few manage to take off, some with their wings on fire. And outnumbered, these few are cake.

"B-29" gets through. A perfect hit. Reaction is quick. The Armadillo takes it in the snit.

Berserk, he begins to trample everything in his way, including units of both forces. He plunges into the center of the pasture, sneezing convulsively. Many of the Hornets are blown right out of the air. In a frenzied dash, he bursts onto the left flank crushing hundreds of his own Centipedes stuck in the fly-paper. Continuing, he runs over the bluff, and is gone.

The General now commits his armor. A mop-up job. The surviving Hornets withdraw in confusion. The Centipedes are massacred. The battle ends.

The General inspects the field. Casualties are high. The sun, now low in the sky, reflects off a melted watch wrapped around a long, thin bone, glinting of the future. Time has slipped away. The General knows his glory will be fleeting.



A.H. Philosophy . . . Continued from Pg. 2, Col. 3

Put briefly, the Benign Neglect System (BS for short) of instruction requires the minimum of pre-game practice, and puts stress upon totally avoiding all forms of preparation for the athletic endeavor. In the case of the Swallows, this meant avoiding *all* practice, except for one half hour stint the day prior to the game to familiarize the team with the rules of play and the various types of equipment used in softball. Naturally, the coach was not in attendance and this session was cancelled due to lack of interest.

Professor Coates also recommends consuming vast quantities of beer prior to and during the contest, and the absence of this beverage on the AH bench was given as the principal reason for SPI's scoring 5 runs off Swallow's ace Bruce Milligan, and the heretofore unheard of ability of Manager Coates to stand erect throughout the contest.

It should be pointed out that the Swallows won handily despite rumors of foul play on the part of the New Yorkers. Why, for example, did Tom Shaw's spikes suddenly fall apart in the middle of the game, after almost thirty years of faithful service? Better yet, where did the eight cases of beer that Coach Coates brought to the game disappear to (at least one of which was for the team)?

SPI				AH					
Name	ab	r	h	rbi	Name	ab	r	h	rbi
Irgang, 3b	4	1	2	0	Reed, rf, cf	2	1	0	1
Buccini, ss	4	0	0	0	Shaw, lf	4	2	1	0
Herman, cf	4	1	1	0	Burke, 3b	4	4	4	0
Perez, 1b	4	1	1	0	Sinigaglio, lcf	4	2	1	0
Ryer, scf	4	2	2	2	Coates, rcf	5	2	4	3
Goldberger, rf	4	0	1	0	Greenwood, c	1	0	0	1
Milkuhn, lf	4	0	1	0	Wetzleberger, c	1	0	0	0
Butterfield, c	2	0	0	0	McCauley, 1b	3	0	1	3
Berg, c	1	0	0	0	Uhl, 2b, rf	4	0	0	0
Goldberg, c	1	0	0	0	R. Dott, 2b	0	0	0	0
Lindemann, 2b	3	0	0	0	J. Dott, ss	4	0	2	0
Nolan, p	1	0	0	0	Milligan, p	2	1	1	0
Hessel, p	1	0	0	0					
	37	5	8	2		34	12	14	8

ORIGINS 79 BOX SCORE

SPI	0	0	3	0	0	0	2	5	8	4	
AH	2	1	2	0	2	0	2	3*	12	14	3

* 2 out when game stopped due to time limit

E: Buccini (2), Shaw, Burke, Uhl, Perez (2); 2B Coates (3), Shaw, Milligan; Hr: Ryer; SF: Reed, Greenwood

Name	IP	R	ER	Hits	Walks	K
Nolan (L, 0-1)	3	5	4	5	4	0
Hessel	4 2/3	7	3	8	3	0
Milligan (W, 1-0)	8	5	2	8	1	2

Attendance: 63

ORIGINS V TOURNAMENT WINNERS

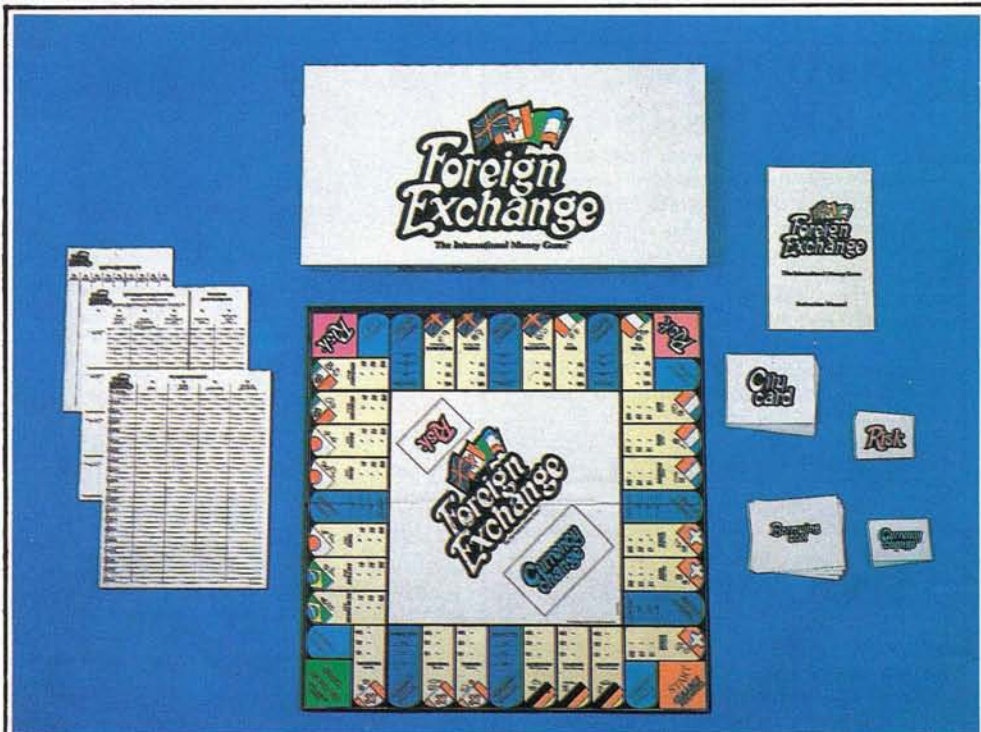
AH CLASSIC 500	Bruno Sinigaglio
CROSS OF IRON	Bill Shude
FOOTBALL STRATEGY	Jim Rubel
KINGMAKER	Pete Petrone
RAIL BARON	Ray Ulman
RICHTHOFEN'S WAR	Jim Graham
RUSSIAN CAMPAIGN	Peter Kemp
SPEED CIRCUIT	Steve Walburn
USAC INDY 500	Paul O'Neil
WAR AT SEA	Jerald Pazdalski
WIN, PLACE & SHOW	William Paxton
WOODEN SHIPS	John Hancock

GOOD NEWS FOR HOBBY SHOPS

This month's column ends with some welcome news for hobby shop owners. Specialist retailers in the wargame field have frequently complained about our 'Mail Order Only'

line which precludes them from ordering certain titles at trade discounts. Our rationale was that such limited sales appeal titles would languish on the shelf and with the resulting slow turnover would result in less frequent reorders for AH games in general. In addition, such games did not generate enough volume to make large print runs viable. When printed in smaller quantities, various economies of scale were lost and therefore we needed the full retail markup to warrant keeping these back listed titles in print. Still, the small dealer complained that we were doing him an injustice so in the interest of better public relations with the small retailer we are offering our entire mail order line to the trade under

the somewhat convoluted title of "FOR THE HARD CORE (very limited appeal)." While this means that you may now be able to pick up copies of *CHANCELLORSVILLE*, *STALINGRAD*, *JUTLAND*, *ANZIO* and *CAESAR'S LEGIONS* in your local shop, don't expect to find them in the big discount chains such as TOYS R US. Our big customers tend to cherry pick only the hottest items anyway and are unlikely to stock these items. Furthermore, if it proves too costly to keep these items in stock you may find them going the way of the dinosaur. Such a fate has already befallen *FRANCE 1940* which will be discontinued when present stocks run out.



THE MULTI-NATIONAL CURRENCY EXCHANGE GAME

Be forewarned! This game might not be for you . . . unless you are a student of the international money market. Or, you are just plain curious as to why the U.S. dollar is worth less and less despite the fact that we are still the strongest nation in the world.

In fact, this game is so esoteric you won't find it in many stores. Simply put, Foreign Exchange is not a toy.

A perfect simulation of the international currency situation, it is!

International companies realize gains and losses when changing currency rates alter the value of their income and assets in foreign countries. This game simulates this situation by letting players own and manage multi-national companies in various cities throughout the world. As in the real world, changing conditions require each player to make constant decisions after considering his company's financial resources—and what he expects his opponents to make—against the cost of alternative protective strategies.

The Iranian oil situation of early '79 is a classic real-life example. Iran furnishes less than 7% of America's petroleum needs. Yet its unavailability has done more to devalue the dollar against gold than any economic crises since the depression of 1939. Why so, you may ask.

Playing Foreign Exchange will give you insight into this question, and you'll have fun doing so because the game focuses on the inter-player relationships. Without such interplayer relationships, no game is fun

to play. With it, Foreign Exchange might just be the greatest money game to come along since Monopoly.

Ironically, it doesn't come with any money. All financial transactions are recorded on a variety of accounting Pads included. If you're into pencils, you'll love this game (some enterprising money-market enthusiasts have already programmed this game on computer).

You—as company head—decide where in the world (literally) you want to establish sales and manufacturing offices. This is done at the beginning through a round of trading City Cards among players until everyone is satisfied they've outsmarted their opponents.

From this point on, a variety of situations and happenstances will determine likely changes in currency rates. You—the manipulator—must plan the strategies you think best to maximize gains.

Three Games in One

Foreign Exchange was designed by a professional money-management expert and executive officer of the leading financial institution. What is duck soup to him, however, might be unfathomable to the novice. That's why the game comes in three versions: a "Beginning" version for game buffs intrigued by money games; the "Intermediate" game for those with a cursory knowledge of what's going on with foreign currency; and the "Expert" game for those people who really have a yen for this sort of thing.

For 2 to 4 players ages 12 & up.

\$15 retail

Don,

As a follow-up on my *STALINGRAD* revision article (Vol. 15, No. 2) I am reporting on reader response to it and on my own reevaluations as a result. The responses were numerically negligible, but enthusiastic. Joe Ramsey shared his own revision with me, and Tom Scholle, John Desmond and C. Richard Locke posed helpful questions. A corrected and amended copy of the article encompassing these corrections follows:

I.B.3 Delete "(6:1) may" and substitute "The effects of allocated overrun attacks occur"
I.B.5 Delete clause entirely. Change I.B.6 to I.B.5 and add "No Retreat!" orders to German units assigned now and take effect in the following Russian player turn."

II.B. and III.B. Delete "Extended", and substitute "Campaign"

IV.C.2 Add "north of the climate demarcation line."

IV.E. Delete entirely

V.A.1. Delete "and major city", and "all"; substitute "armor, armored infantry, and cavalry". Add V.A.3. "Unoccupied Russian major city hexes cost any Axis unit two movement factors to enter."

V.B.2. Add "solely" between "attacks" & "cross-river."

V.D. Delete entirely along with all other references to Breakthrough Movement.

VII.B. Delete "sometimes"

VII.D. Russian units may only be stacked two deep.

VIII.B. Replace as follows: "Russian replacement cities and sources are now Leningrad, Moscow, Kiev, and Stalingrad. In December, 1941, an additional monthly replacement source comes into existence in the Urals off the eastern edge of the mapboard. In December, 1942 yet another monthly replacement source comes into existence in the Urals."

VIII.C. Replace as follows: "The Russian replacement production now begins in July, 1941 at a rate of 6 factors per replacement city/source per month."

VIII.E. Replace as follows: "In December 1941, the Axis replacement rate begins at 6 per month and in December 1942 increases to 9 per month."

XII.A.6.e Delete "Russian"

XII.A.7.b Change last line to: "Phase in the player turn prior to the turn they go in effect."

Add XII.E. "A unit in a port city on a sea controlled by the owning player remains in supply even if isolated by land."

NOTE: The old section XII has been deleted entirely with the result that all subsequent sections are numbered one less.

Add XIII.D. "Any armor or armored infantry unit which begins its Operational Movement Phase in an isolated situation suffers fuel shortage."

XIV.A. Delete "Axis," substitute "German"

XV.B. Change to read: "To be brought in as reinforcements in January 1943 and January 1944, respectively, the Axis player should have the German 1st SS, and 255 Armor Corps—an 8-10-6 and a 7-9-6 respectively. These units may be brought in earlier as regular replacements."

Change "DE" results to "DX" on the revised CRT.

As I sit back and reconsider my article, I come to the conclusion that such an extensive rules revision and expansion for *STALINGRAD* would probably be wasted on its early mapboard and unit counters and would probably mean an unacceptable increase in complexity and playing time in any event. (Incidentally, applying my revised *STALINGRAD* game system to *TRC's* improved mapboard and order of battle makes for a very interesting game in itself, but increase the "Operational Movement Bonus" to 3 movement factors for Russian units.) Within the context of old *STALINGRAD's* playability, I do think that five simple rule changes can enliven the original game considerably. Change I: Russian units may only stack 2 units deep. Change II: Use a 2-4-6 (Jul 41-Sep 41-Dec 41) Russian replacement rate schedule and add Kiev to the roster of replacement cities. Change III: On a "Dback2" combat result, the defending units are retreated 2 hexes as the attacker wishes and are flipped upside down; they may not be moved or used in an attack by the defender in his own immediately following player-turn; after the end of that player-turn, they are then flipped right side up and function normally. Change IV: Use the *AFRIKA KORPS* Automatic Victory rule. Change V: In the pre-game set-up, the Russian player must place at least one of his units on each Russian major city hex. (Do you

Letters to the Editor ...

realize, Don, that you have just been subjected to another *two* Coatney Revisions?!

As I have implied, I feel that a complete redesign of *STALINGRAD* is in order. Any such redesign should decisively enhance the historical flavor and operational tempo of the game while at the same time avoid the superfluous, multi-phase complexity all too prevalent in contemporary game designing. My own humble redesign features a standard 22 x 28 mapsheet which puts Moscow 27 hexes from Warsaw, as opposed to *STALINGRAD's* 21 hexes and *TRC's* 20 hexes. I have two proposed orders of battle: an abbreviated one emphasizing simplified combat strengths and another one which postulates a curious but effective composite of prewar and wartime Russian units. It goes without saying that I have also prepared streamlined rules which include solutions to difficult variables such as the redeployment of Siberian Reserves and the disbandment and escape of encircled units.

I thought you might be interested to know that Robert Bradley very generously allowed me to copy his last surviving *FALL BARBAROSSA* map sheet—and a tattered artifact it is indeed. He also provided me with a copy of his unpublished *KORPS BARBAROSSA*. Thus, my collection of Russian Front games is now more than complete, literally. I hope that he someday does a revision and reissue of *FALL BARBAROSSA*. For whatever flaws and ambiguities it may have had, it nonetheless presents a unique interpretation of WWII land operations.

Finally, Don, I want to thank you and Avalon Hill for the receptiveness and tolerance you have shown this incorrigible revisionist. In keeping with its status in the hobby, Avalon Hill has shown itself to me to be big in the best sense of the word.

LOUIS R. COATNEY
Juneau, Alaska 99803

Doubtless someday we will come out with another *Eastern Front* strategic-level game but for the time being we are quite pleased with our dual entry of *STALINGRAD* and *RUSSIAN CAMPAIGN* and envision no replacements in the immediate future.

★★★★★

Dear Don:

First let me say that thanks to the info concerning the Visibility Tables we have now had a chance to replay *BISMARCK* and find it to be a much better game than we had first concluded. Some of us old war horses have grown to really appreciate Avalon Hill over the years and their dedication to a game player's game. As an active member of *AHKS* I also appreciate your comments and encouragement over the upcoming new edition of *BULGE*. It is my personal feeling that those of us who enjoy PBM have for too long remained silent and have tried to modify the game system or accept many mailings to play most of the recent vintage of games. We should be letting people like yourself know how much we appreciate your efforts in our behalf with support of Avalon Hill in general.

A large bouquet goes to AH efforts in producing the variant counters and article on *MIDWAY*. It has resurrected an old friend and has made some new converts to its enjoyable play. I have one suggestion concerning the rules. Establishing 1 victory point for every three planes destroyed is completely out of line with the value of the ships. Taking the simplest situation you will quickly see that most attacks are made with 1-1 odds. Using this as a gauge it doesn't take a math whiz to figure out that with three attacks you will lose on the average of 9 planes. If the value of the ship (and most are 3 or 4 points to sink with 3 or 4 hits) is the same as the expected losses to planes there is something wrong. In many cases the plane losses will be more in points than the sinking of the ship being attacked. I would suggest no more than one victory point for every 6 planes lost is a little closer to reality.

I have followed with great interest the controversy concerning the shotgun approach to articles as opposed to the predominance of coverage to the feature article. Certainly you as

the Editor have a right to establish the format and content of each issue. My first stone, however, is for breaking your own guideline. You have always stated "provided the article on the featured game did not exceed over half the issue." Now don't you think you went just a little too far in this *COI* issue? As a matter of fact, the games that have more of a tactical flavor comprised almost the entire issue. There was nothing for a large segment of the wargaming community that prefers the operational or strategic encounters over the tactical. The other fault that I would find is that you do not apply the same rules to all your featured games. *MIDWAY* was limited to six pages. *SUBMARINE* and *D-DAY* only had 11. Up until this issue most of the other features filled up just about half of each issue.

Don Eisan
Dallas, TX

COI admittedly took up more space in Vol. 15 #6 than I would have liked. The ideal length of a feature would be in the 8-12 page range. Unfortunately, quality analytical material of the sort Mr. Medrow presented us with is few and far between. When I receive what I perceive to be an exceptional piece of writing I reserve the right to make exceptions. In this case, I felt that the opportunity to present a well done study in complete, rather than fragmented style overrode the importance of maintaining a better balance of subject matter. It nonetheless should be regarded as an exception to the rule.

★★★★★

Gentlemen:

Those of us that PBM very quickly learned that the *PL 1940* (Vol. 15, No. 2) unit didn't have numbers on them. This will create a problem if and when you try to use them in a PBM game. If we number them with our own personal and unique system it won't be much help. A PBM game with two unit identification systems would be as hard to play as one without a system.

I submit this system as a possible universal *PL 1940* unit identification numbering system. It's not mine because I've just fit the *PL 1940* unit's into the gaps in the original *PL* system.

	German Unit's		
Towed Guns	37MM	(4)	0211/0214
Infantry	Inf.	(18)	1531/39, 1541/49
Arm. Cars	221	(2)	3100/3101
	221-6	(2)	3102/3103
	231-8	(1)	3104
Assault Gun	GW1	(1)	5200
Tank Destroyer	PZJIG 47	(2)	6300/6301
Tanks	PZKW I	(6)	7101/7106
	PZKW II	(9)	7200/7208
	PZKW III	(9)	7303/7311
	PZKW 38	(6)	7500/7505
	PZKW IV	(6)	7707/7712
Air	HE 123	(1)	9100
	STUKA	(5)	9200/9204

	Allied Unit's		
Towed Guns	2 lbr AT	(4)	0200/0203
	25MM AT	(3)	0204/0206
	47MM AT	(2)	0207/0208
	75MM AT	(1)	0220
	20MM AA	(1)	0320
	25MM AA	(1)	0325
	37MM	(2)	0400/0401
	75MM	(4)	0410/0413
	18 lbr How	(3)	0420/0422
	18/25 lbr How	(3)	0425/0427
Infantry	Inf.	(18)	1531/39, 1541/49
Transport	Wagons	(6)	2100/2105
	Chenille	(4)	2500/2503
Arm. Cars	Morris	(2)	3000/3001
	Panhard	(2)	3101/3102
	Daimler	(1)	3410
Tanks	A11	(6)	7000/7005
	A12	(3)	7006/7008
	MVIB	(8)	7010/7017
	A10	(5)	7020/7024
	A13	(3)	7025/7027
	H35	(6)	7100/7105
	H39	(6)	7110/7115

AMR-35	(2)	7120/7121
AMC-35	(1)	7125
S35	(6)	7130/7135
R35	(6)	7140/7145
R40	(1)	7150
FT17	(2)	7160/7161
D2	(2)	7170/7171
B1	(6)	7180/7185

★★★★★

Dear Mr. Greenwood:

I responded to your survey in the requested "yes" or "no" format. However, a simple "no" to item #1 does not adequately express the magnitude of my dissent. I am very much against variant counters as a special insert if it will mean an increase in my subscription. To include them at the extra cost would mean that everyone who purchases the *GENERAL* would have to pay for counters that only a portion of your readers would use. I have no idea whether that portion would be the majority or not, but it doesn't matter. I have only a certain number of dollars to spend on my enjoyment of the hobby and to ask me to spend a part of them to support someone else's hobby is unfair. Those that think that it is fair may send their contributions to me so that I can order the *Coral Sea Midway Variant* kit.
Logan M. Rhodes, Jr.
Clay, WV

★★★★★

Dear AH:

First of all, Volume 15, #5 wins 1st place out of my first year's subscription. Volume 15, #4 bombed out in last place. Since I have no interest in a submarine guessing game, the issue fizzled. But Volume 15, #5 brought up the year's average and Alan Moon was your MVP. I have always felt that *VITP* could be coupled to *MIDWAY* rules for a Pacific-wide super game and his article has virtually accomplished a beginning of that.

I recently bought *Crete/Malta* and have ordered all of your variant sheets. I am one who doesn't feel a few extra dollars here or there for game materials to be a problem. There will always be the penny pinchers but this hobby is super cheap compared with others. Wargaming has a practical advantage but a psychological disadvantage. For example, over 5 years a person can accumulate say 20 games and numerous add-ons worth about \$250. This looks like a massive expenditure on a "silly" hobby whereas a ballet fan or theater goer can spend that much in a year with nothing to show for it. Our advantage is *we* have something to show but it can look wasteful if viewed in the wrong perspective. So I strongly agree with buying extra counters for a reasonable fee and will continue to do so. I think you should stress how cheap this hobby really is compared with other ways to blow money.
Ron Baltrunas
Bogota, NJ

★★★★★

Dear Mr. Greenwood:

Enclosed you will find my response to your survey on p. 32 of *THE GENERAL*, Vol. 15, No. 6. I would like to add that you hit the nail on the head when you said: "The prospective buyer gets a chance to evaluate the game in question... " in order to justify major emphasis on features.

In my particular case, the features in the last two *GENERAL's* convinced me that I would enjoy *AIR ASSAULT ON CRETE* but would not enjoy *SUBMARINE*. Consequently I have purchased the former and indeed enjoy it so far.

Hang in there, you are on the right track as far as this reader is concerned.

Tom Vail
Poughkeepsie, NY

★★★★★

To the editor:

When are you guys going to get your respective butts in gear? It is now 3 weeks into February, and I still haven't received the Nov-Dec issue of *THE GENERAL*. Lateness has been an extremely common occurrence in the four years I've subscribed to *THE GENERAL*. Perhaps the Lt. Greenwood counter in *SQUAD LEADER* deserves a +3 DRM, reflecting the fact that the *GENERAL's* editor can't seem to rally the troops to get the magazine out in something resembling a reasonable time. Seriously, what goes on?
Arthur Walker
Clinton Corners, NY

The problem is that Lt. Greenwood doesn't have any troops.

BISMARCK:

5.28 In the basic game, if the *Bismarck* breaks out with a move of 3 or less, could the *Prinz Eugen* still move 4 or 5 at no fuel cost?
A. Yes.

7.23 If German ships have passed through a zone must their general type and number be revealed?
A. Yes.

9.64 In determining the shots that can be fired, are the salvoes available first assigned to a target and then halved? Or are the salvoes available halved and then the shots divided among the targets?
A. The salvoes are assigned and then halved.

9.716 *If a ship is firing directly into a ship's bow or stern.' By 'directly,' do you mean a firing ship is firing directly at a bow or stern if it is only in the hex directly in front of the bow or behind the stern? Or do you mean a ship is firing directly at the bow or stern if it is anywhere in the bow or stern sectors as defined in 9.67?
A. Directly in front of the bow or behind the stern as indicated by the shaded hexes in the diagram in 9.716.

9.717 If a ship with a 0 in a secondary hit box receives a secondary hit on that side, must the box be crossed out before any secondary hits are treated as midships hits?
A. Yes.

Q. Is K22 considered a coast hex?
A. Yes.

23.21 Can destroyers refuel as per 17.0?
A. No.

Q. Is combat allowed when the visibility is X?
A. No.

THE QUESTION BOX

35.0 Ferrol Table—Is the Spanish reaction to the British Raid Table triggered by a British attack against German ships in port?
A. Yes.

Q. Are evasion losses due to torpedo damage permanent or repairable?
A. Repairable in port only.

Q. May ships in Ferrol refuel? Replenish ammunition?
A. Yes. In case of Ammo, yes for die roll 2. No for die roll 3-5 on Ferrol table.

29.3 Is air loss determined before or after penetration?
A. After air penetration.

Q. Does fog affect shadowing?
A. No.

Q. Can German ships attack convoys when the visibility is X?
A. No.

Q. When using additional German ships or French ships under German control with the Basic Game rules, does the British player have to throw on the Chance Table for each German/French ship in the game? Can each ship attack convoys as a result of the chart?
A. Yes to both questions. Of course, German ships in task force only have to abide by the first chance roll for any ship in each task force.

Q. When is the Spanish Reaction to British Raid Table used?
A. If German ships have entered Ferrol and are then attacked by British planes there.

Q. Which column on the Chance Table would a ship in 017 use (A, B, or C)? A ship in 018?
A. 017—Column A, 018—Column C.

Q. Are the evasion rating modifiers on the Ship Combat Torpedo Table correct? Are these used per Intermediate rule 19.57? What kind of damage do these hits cause?
A. The modifiers are correct. Omitted: A ship which evades gets a -1 to the die. Damage is rolled on the Torpedo Damage Table.

Q. Is the listing of a modifier for visibility level 7 on the Air Loss Table a mistake, since planes cannot fly when the visibility is 7 or worse?
A. They cannot take off in visibility 7 or worse. They can fly into and attack in a zone in visibility 7 or worse.

Q. Can British ships move into German ports?
A. No.

Q. Can German ships move into British ports?
A. No.

Q. Can British air units attack German ships in port?
A. Yes.

Q. Can German air units attack British ships in port?
A. No, unless the Intermediate Port rule (37.0) is used.

Q. Does the intermediate Game end when the *Bismarck* enters a port?
A. No.

Q. Why is the *Scheer* (PB) symbol on the back of the counter smaller than the *Prince Eugen's* symbol (CA)?
A. Because the *Scheer* was a small ship whose silhouette was not as similar to a battleship as was the *Prince Eugen's*.

Q. Can a ship repairing at sea repair the same section in more than one turn as long as it doesn't throw an Unsuccessful attempt, until it has only one damaged box left?
A. Yes.

Q. The *Suffolk* and *Norfolk* shadowed the *Bismarck* in history, yet in the game they can only do so by risking an attack by the *Bismarck* and *Prince Eugen*, because the evasion rating of the *Eugen* enables it to engage the two British cruisers, which means the *Bismarck* can also engage if in a task force with the *Eugen*. Is there any way to avoid this situation?
A. The *Bismarck* and *Eugen* must be able to locate these ships by search in order to attack them. Once on the board the cruisers can outrace the *Bismarck* and need deal only with the *Prince Eugen*.

Q. Does the French CT Flotilla function the same as a destroyer flotilla?
A. Yes.

Bismarck ERRATA

Rules Manual

For All Rectangular Ship Counters; The stern of the ship is always next to its name. The bow of the ship is always next to its evasion rating.

8.18 last sentence—Change the word 'decreased' to 'increased'

9.222 add to the next to last sentence: 'When a task force is attacking, its current evasion level is that of the fastest ship (excluding aircraft carriers).'

Major Change: No ship, convoy or air combat can occur in visibility level X. Ignore any and all rules to the contrary.

17.3 first sentence—change 'Z20' to read 'Z10'. Add 19.7 The effect of each hit is resolved on the Torpedo Damage Table.

23.53 Change the first sentence to read '... the British player rolls two dice and ...'

27.52 Change the first sentence to read 'Land-based bomber and carrier-based bomber attacks, land-based bomber air units from different home bases or carrier based air attacks from different carriers not in the same task force can never be combined. Only bomber air units from the same carrier or carriers in the task force can combine their strength in attack.'

Add—40.7 Ships in port may repair two evasion factors per turn.

41.5 delete last sentence beginning with 'If a shadowing ship ...'

55.11 change '(p. 34)' to '(p. 35)'

58.5 Delete word 'light'

p. 28 The ammo for *Prinz Eugen* and *Bismarck* must be switched.

p. 31 Delete the specifications for *Exeter* on page 31. The correct specifications are on page 33.

Terrain Effects Chart, 3. Coast Zone—change last sentence to read 'German ships cannot enter a port zone in Great Britain.'

IMPORTANT—British and German Player Aid Cards—The signs of the modifiers in the Visibility Track must be reversed, e.g., -1 in the level 1 box must be changed to +1; the +2 in the level X box must be changed to -2, etc.

Intermediate Tables Card, Phase 3 Intermediate Shadow Table—Change 'Br LR Recon' under column B to read 'BR Air Recon'. Add 'All Ger Ships—Z' to column C.

Intermediate Tables Card, Phase 9 Ship Combat Torpedo Table—Add to 'Modifications to Colored Die'—Ship Conducting Evasion: -1 to colored die'.

Basic Game Tables Card, Shadow Table Modifications to Die Roll—delete Level 0 modification. Change Level 1 modification from 0 to -1.

IMPORTANT ADDITION '9.57 On the battle board, a ship can move only into the hex that its bow points'. Although this is already inferred in the rules, it is not exactly spelled out.

Add 9.57 In addition to the movement possibilities permitted to ships at an evasion level of 30 or greater, allow all cruisers (heavy and light) with such an evasion level an additional move for a total of three hexes straight ahead as long as they make no turns.

THIRD REICH:

4.7 In Figure 6 of Robert Beyma's article in Vol. 16, No. 1 he shows an airborne unit advancing after combat on the turn it was dropped. Is this possible?
A. No. Your editor screwed up again. Airborne units may not move from the hex in which they are dropped on the turn of the drop.

Q. How does one play hexes split by bodies of water such as the hex west of Brimingham or Izmit?
A. Such hexes are treated as two separate hexes; each with its own full stacking limit. Combat and direct land movement between the "two" hexes is not allowed.

Q. If the Germans attack Russia before the fall of Poland, may the Russians intervene instead of taking Warsaw, thus acquiring its BRPs and troops?
A. Yes.

Q. Is defense against crossing arrow attacks tripled in both directions?
A. Yes.

Q. May exploiting units overstack at the end of their movement to the Breakthrough hex but prior to exploitation combat?
A. Yes, but if they remain overstacked after exploitation combat and advance after combat, the excess units are eliminated.



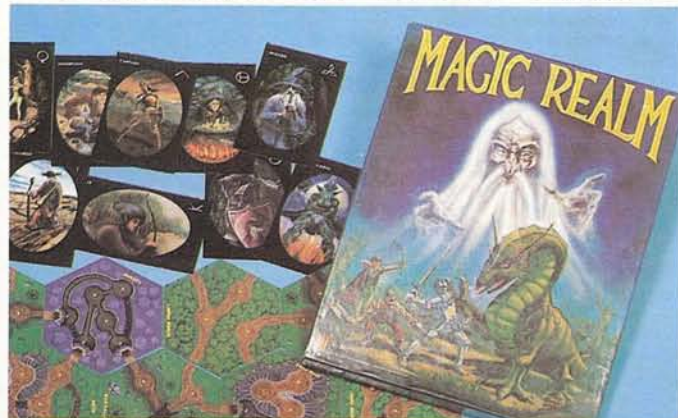
NEW SQUAD LEADER BOARDS

Although production of the *SQUAD LEADER* gamettes has lagged behind schedule we do have three additional boards completed which will be used in future gamettes. Those SL COI enthusiasts who can't wait for additional terrain can purchase these boards separately from our Mail Order Dept. for \$2.00 each plus the usual postage charges for parts orders (10% of the dollar amount for American, 20% for Canadian, and 30% for overseas customers). The boards can be ordered under the title *SQUAD LEADER* boards 6, 7 or 8. Board 6 is scheduled for use in the next gamette in the series, *CRESCENDO OF DOOM*, and features a large French chalet surrounded by

broad expanses of orchard—a new terrain feature. Boards 7 and 8 feature wide rivers (an average of five hexes across) with accompanying marshland and urban settings.

The boards will not come with any directions pertaining to the new terrain types nor will any questions pertaining to them be answered. The boards are being offered strictly on a "as they are" basis for those individuals who can't wait to add new terrain to their *SL* gaming and don't mind making up their own rules as they go along.

COMING UP NEXT TIME



Q. Can a ship repairing at sea repair the same section in more than one turn as long as it doesn't throw an Unsuccessful attempt, until it has only one damaged box left?
A. Yes.

Q. The *Suffolk* and *Norfolk* shadowed the *Bismarck* in history, yet in the game they can only do so by risking an attack by the *Bismarck* and *Prince Eugen*, because the evasion rating of the *Eugen* enables it to engage the two British cruisers, which means the *Bismarck* can also engage if in a task force with the *Eugen*. Is there any way to avoid this situation?
A. The *Bismarck* and *Eugen* must be able to locate these ships by search in order to attack them. Once on the board the cruisers can outrace the *Bismarck* and need deal only with the *Prince Eugen*.

Q. Does the French CT Flotilla function the same as a destroyer flotilla?
A. Yes.

Robert Medrow took the Editor's Choice Awards for the second year in a row with a whopping 47% of the readership's vote for his article "FIRST IMPRESSIONS: An Introduction to SQUAD LEADER Plus One" which appeared in Vol. 15, No. 6. The award is all the more significant because the article was a sequel to his award winning effort "SQUAD LEADER FIRST IMPRESSIONS" which took top honors the previous year. "PANZER LEADER, 1940" by Ramiro Cruz was a distant second with 14% of the votes cast. The remaining 39% of the vote was split amongst the other six nominees.

Not surprisingly Vol. 15, No. 6 proved to be our most popular issue of the past year and received one of our all time best ratings with an overall reader's rating of 2.66. The individual article voting was naturally dominated by the twin Medrow features on COI. Finishing a surprising third was Alan Moon's satire column "THE ASYLUM" which continues to draw reader support. The actual ratings which are scored three points for a first place vote, two for a second place vote, and one for a third based on a random sample of 200 replies were as follows:

First Impressions.....	438
Counting Down The Scenarios.....	401
The Asylum.....	91
Design Analysis; Footnotes COI.....	83
Situation S-7, El Al.....	50
Realistic Victory At Sea.....	40
Further Considerations for	
Panzer Leader, 1940.....	34
Scenario 4½; Skinny Civil War.....	34
Avalon Hill Philosophy.....	29

The Florida State University-Tallahassee Wargaming Club has announced its first effort on the convention scene with plans for MANEUVERS 79 on Oct. 5th-7th at Florida State University. A unique feature of this rookie convention is team competition with an overall prize of \$200 to send the winners to next year's ORIGINS convention. Competitions in a number of Avalon Hill games are planned but details appear too sketchy at this time to elaborate further. Interested parties should call (904) 576-4011 for further information.

A more experienced group is hosting PACIFICON '79 on the other side of the country during the Labor Day weekend (Sept. 1-3) at the Dunfey Hotel in San Mateo, CA. Golden Gate Gamers is the sponsor and this is the group which has hosted the largest West Coast convention for the past three years under such previous names as PACIFIC ENCOUNTERS or GEN CON WEST. In addition to tournaments in SQUAD LEADER, CROSS OF IRON,, PANZERBLITZ, AH Classics, WS&M, CRETE, KINGMAKER, RAIL BARON, and ACQUIRE; there will be seminars, miniatures tournaments and demonstrations, and over 39 hours of free movies. Interested parties should contact Golden Gate Gamers, P.O. Box 5833, San Jose, CA 95150 or call (408) 374-9770 for more information.

Once again we remind all readers that it does no good to ask us to publicize your conventions in THE GENERAL if you don't give us at least 3 months advance notice. Otherwise, word of your convention will not be read until it is history. Keep in mind also that we require information

Infiltrator's Report

regarding tournaments and other events involving Avalon Hill games so that we can give the readership some idea of what they can expect to find at your gathering.

The College of DuPage Wargame Club is *not* sponsoring a convention—rather, they're specializing by hosting a SQUAD LEADER tournament at the Glen Ellyn, IL college on Dec. 15-16. The single elimination tournament will feature Eastern Front action in 1941-42 using specially developed scenarios in which all players bid for the attacking force à la Page 28 of the original SQUAD LEADER rules. Registration is \$3.00 if received by October 31st; \$5.00 thereafter. Those interested should contact Jeff Clark, 1210 S. Chase, Wheaton, IL 60187.

The New Jersey Wargaming Club is coming on strong with monthly tournaments, weekly meetings, a game library, and access to computer facilities. Anyone interested in membership or competing in their computer moderated pbm tournaments should contact John Barnes, P.O. Box 373, Westfield, NY 07090.

Mick Uhl's Kansas City Royals bested Tom Shaw's Baltimore Orioles three games to two to win the Avalon Hill version of the American League play-offs in a 12 team, player draft league utilizing BASEBALL STRATEGY. The managers drafted from a pool of 300 rated American League players drawn up special for the league and then engaged in some enthusiastic free agent bidding to round out their teams. Uhl copped the \$107 first prize for his long season's work.

The fee for A.R.E.A. lifetime membership rose to \$5.00 effective January 1st. Those who joined in 1974 at the original \$2.00 price really got a bargain. If you think you'll ever be interested in participating in rated play, you should give thought to joining the pool now before the fee goes up again as it undoubtedly will.

Those individuals who find it necessary to file a complaint against a non-responding opponent in the AREA system should remember that their problem cannot be acted upon if they don't provide us with the following materials: (1) the AREA number or complete address including zip code of both themselves and their opponent; (2) a stamped, self-addressed envelope; and (3) the carbon copy of the final warning letter sent to their missing opponent. Do not report several individuals on the same sheet of paper.

Those who fancy themselves collectors of Avalon Hill memorabilia may be interested in picking up the original publication versions of the following games while our extremely limited supplies last: DIPLOMACY (original Games Research version); and the original 3M/SI versions of THINKING MAN'S FOOTBALL, BIG LEAGUE BASEBALL, BLUE LINE HOCKEY, DECATHLON, PRO FOOTBALL, SPEED CIRCUIT, and WIN, PLACE & SHOW. All of these old

clunkers are available on a Collector's Item only basis and sell for the outrageous price of \$25 each. Be sure to specifically request the Collector's Item versions and address your inquiries directly to the head bandit: Christy Shaw c/o the Parts Dept.

Readers contemplating the submission of an Opponents-Wanted Ad should keep in mind that the ad MUST be submitted on the proper form supplied with the magazine or a photocopy of same and that no multi-insertion rate is available. The ad must be resubmitted to be run again. We offer no refunds for unacceptable ads.

Another day older and WWII moves another step away from historians. On June 15th, 1979 Alexander Morozow joined the mounting list of notable figures from WWII who have passed away. Morozow, who was 75, was the creator of the famed T34 tank—the principal Russian AFV of the Second World War.

Contest No. 88 drew a lot of entries, probably as a result of the easy solution as a majority of the respondents submitted correct entries forcing a drawing for the selection of ten winners. Those surviving the luck of the draw were: M. Milem, Dallas, TX; M. Chiappinelli, Norwalk, CT; R. Lopes, Hyde Park, NY; J. Grant, N.Y., NY; P. O'Neil, Baltimore, MD; J. Westkaemper, Meadowbrook, PA; D. Townsend, Hampton, VA; J. Joyce, N.Y., NY; and R. Meeteren, Oegstgeest, The Netherlands.

The answer to Contest No. 89 depended mainly on your using the existing blocking terrain of the High Apennine hexsides to restrict the retreat of inverted counters in the front line in such a way as to allow the Allies to eliminate them one at a time without combat but with advance after combat enabling them to reach the Panther unit at Q43 with enough strength to destroy the unit and generate sufficient breakthrough movement to reach Terni. The first attack required a "1" die roll against the 114th Infantry which would turn it into an inverted counter which would retreat two hexes to Q44. This is the only permitted retreat, other than Q45, which would result in destruction of the i/c. (NOTE: The 1-1 attack example is used to show that this curious result depends on terrain and unit placement, not high odds, but any attack which results in 114/ic retreating to Q44 would suffice. In fact, the sequence also works if 114/1 retreats to Q44, but that involves further combats. The second attack is vs 334th Infantry and also requires a "1" die roll turning 334 into an inverted counter which can only retreat to R44, because of the position of the attacking units and the High Apennine hexsides. Here again, any retreat result would work. Any combination of one-two punch that first puts 114 at Q44 and then 334 at R44 will work, but within the specifications of the contest (three combats), both 334 and 114 must be inverted counters. The Allies advance into vacated hex S44. 334/ic is "stuck" by High Apennine at R44, therefore Allies may destroy it, advancing to R44. At R44, they are now next to 114/ic so they can destroy it and advance to Q44. Here they are adjacent to 4/1 at Q43 and should use 8 stacking points equalling 12 attack factors to have a second combat 12-2 = 6-1 = 9-1 (air strike). A die roll of "1" or "2" generates ample movement points to advance to Terni. It is necessary to attack the 114th first so as not to chance "tipping" off the German of the chain engagement possibilities.

OPPONENTS WANTED

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OPPONENTS WANTED

Want to play fif in COI, ACE, FR40, Bliz, Car, War, JR, TRC, VTP, ATW, and PIM Bliz, Carl Conr, 2733 West Lawrence Ln., Phoenix, AZ 85021.

Good college age player would like to play SL, COI, TRC, or W. If you're a diehard fan of the game, we'd love to have you. I desire opponents for numerous AH games and all types of SF games. I would also like to form wargaming club around Hartford. K Burke, 6 Meadowbrook Rd., W. Hartford, CT 06107, 552-2891.

Large Wargaming Club looking for new members. All types of games played. Total unity preferred members. The Apocalypse, T-2, 10240 Prior Dr., Latjo, MD 20780, 550-2675.

Elmora Ave. #33, Elizabeth, NJ 07208, 201-354-2519. AREA 600 beginner wants pm. AREA on phone. Have AK, PB, GRAD, TRC, WAS. Will play all games to finish. Richard Urbanski, 193 Silver Ave., Hillside, NJ 07035, 201-626-3666.

Prifer 10 years or older opponents who live in Northeast Oklahoma City. Willing to learn any game, any level. I am about an average player. Everett Upshaw, 716 N.W. 41st Street, Oklahoma City, OK 73118, 528-3387.

AREA rated 1400+ wants pm for AK, WAT, or FR 40. Call me. War, JR, ACE, TRC or Bliz. Don't have to be rated but preferably. Area Alliance R.I., Box 104, Warren, VA 22086, 703-347-1398.



Only the following GENERAL back issues are available. Price is \$2.00 per issue plus 10% postage and handling charges up to a maximum postage charge of \$2.00. GENERAL postage coupons may NOT be used for this or other parts orders. Due to low quantities of some numbers we request that you specify an alternate

GENERAL BACK ISSUES

- Vol. 12, No. 1-1776, Anzio, miscellaneous. Panzerblitz, Chancellorsville, Panzer Leader, Stalingrad, Tactics II . . . 2-57
Vol. 12, No. 2-3 Tobruk, Panzerblitz, Bulge, Blitzkrieg, Luftwaffe, Panzer Leader, Stalingrad . . . 3-10
Vol. 14, No. 1-Caesar-Alesia-5, The Russian Campaign, Luftwaffe, Third Reich, Arab-Israeli Wars, Afrika Korps, Panzer Leader . . . 3-56



for any selection you make. The index below lists the contents of each issue by subject matter; feature articles are designated by an * series replays are italicized, and the number following each issue is the reader rating of that particular issue.

WIZARD'S QUEST

A strange and powerful wizard is about to put you to the test. Recover three treasures hidden on the fantastic island of Marnon and it is yours to rule. Sound simple? Well, remember we told you the wizard was strange. He has already prepared a warm reception for you.

An extremely prolific race of orcs with very hungry appetites live here and you are never totally safe from their hunting forays which may burst forth from anywhere at anytime.

A particularly insidious flying dragon also inhabits the neighborhood. His sole pleasure is flying from place to place until he chances upon some army to devour. This keeps him occupied for just so long and then he's off again. Unfortunately for you, there is no way to know where he'll land next.

And in the ultimate gesture of magnanimity, the wizard has invited your associates to join you in competing for the same prize.

But all is not lost, you have a well-equipped force, ably led by a hero and a magical sorcerer, to aid you in your quest. He also makes periodic visits himself to different places, bringing with him the spirit of peace and, perhaps, a few extra men for your army. And, if the need arises, you may petition the wizard for assistance which could end the quest or incur his wrath.

With good planning and a little luck, you and your valiant band can battle your way through the dragon, orcs and competing forces to your treasures and victory.

WIZARD'S QUEST can be played by two to six players. The mapboard portrays the island of Marnon which has been divided into thirty-six territories and eight castle spaces. Orcs are placed in approximately one third of these spaces and players in turn place their men in the remaining unoccupied spaces. An opposing player then places your treasure in as inaccessible spots as he can find.



Each turn, orcs currently on the board are reinforced by additional orcs by a random die roll. Spaces which contain four orcs then frenzy and attack any and all players in spaces adjacent to their spaces. The dragon then goes marauding as he flies from space to space, determined by a random die roll. He stops his flying for the turn as soon as he lands and devours at least one of the players' men. The wizard also makes a visit to a randomly determined space, bringing with him reinforcements and protection from attack.

Each player in turn may petition the wizard and then attack a space adjacent to his force currently occupied in order to move closer to and finally capture his treasure. The first player to collect all three of his treasures is the winner.

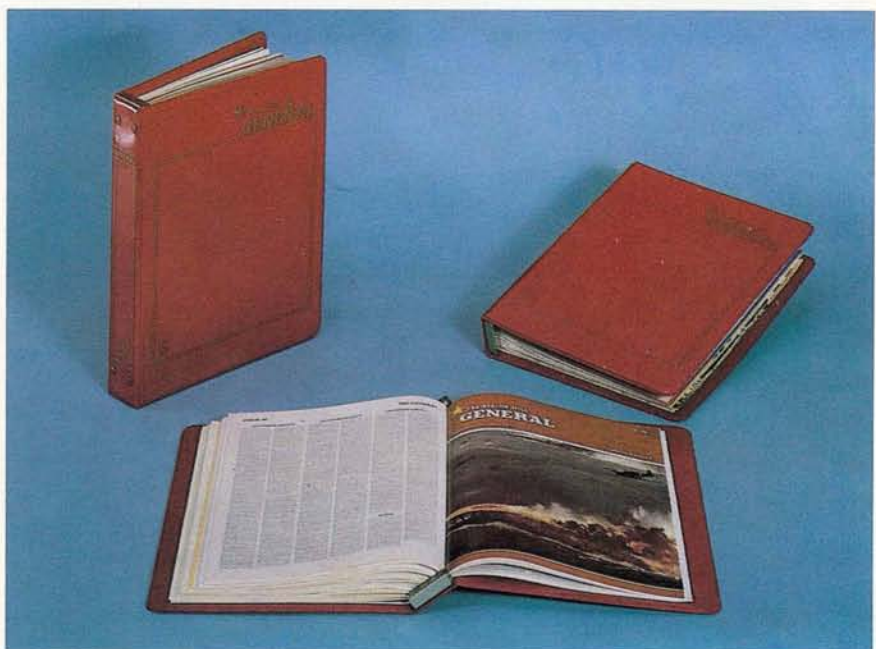
Each game of *WIZARD'S QUEST* contains:

- A full color mapboard of the island of Marnon
- One sheet of playing counters containing six armies, the dragon, the wizard, the treasures, and a horde of orcs
- A pack of 35 Petition Cards
- One instruction folder
- Two dice

WIZARD'S QUEST is a fast playing game for the entire family vaguely reminiscent of a more sophisticated version of *RISK*, set in an unpredictable fantasy setting. It is available now from the Avalon Hill Game Co. for \$12.00 plus 10% postage (or one *GENERAL* postage coupon). Maryland residents please add 5% state sales tax.

BINDERS

These binders are ruggedly constructed in attractive red leather finish vinyl, with gold embossed logos of the *THE GENERAL* and the Avalon Hill Game Company located on the front and spine. Each binder measures 9" x 12" x 1 3/4" and holds twelve (12) copies of *THE GENERAL*. Spring-steel retaining wires hold the issues firmly in place, yet your magazines are not damaged in any way, and can easily be removed from the binder at your desire. The binders are available from Avalon Hill for \$5 plus 75¢ postage. Maryland residents please add 5% state sales tax.



BISMARCK VARIANT SEARCHBOARD

THE AVALON HILL GENERAL.

VOL. 16, NO. 2

BATTLE OF THE RIVER PLATE



SOUTH AMERICA

PERNAMBUCO

RIO DE JANEIRO

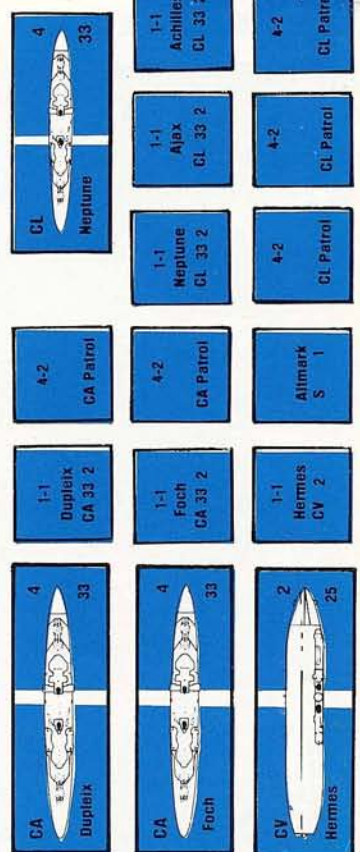
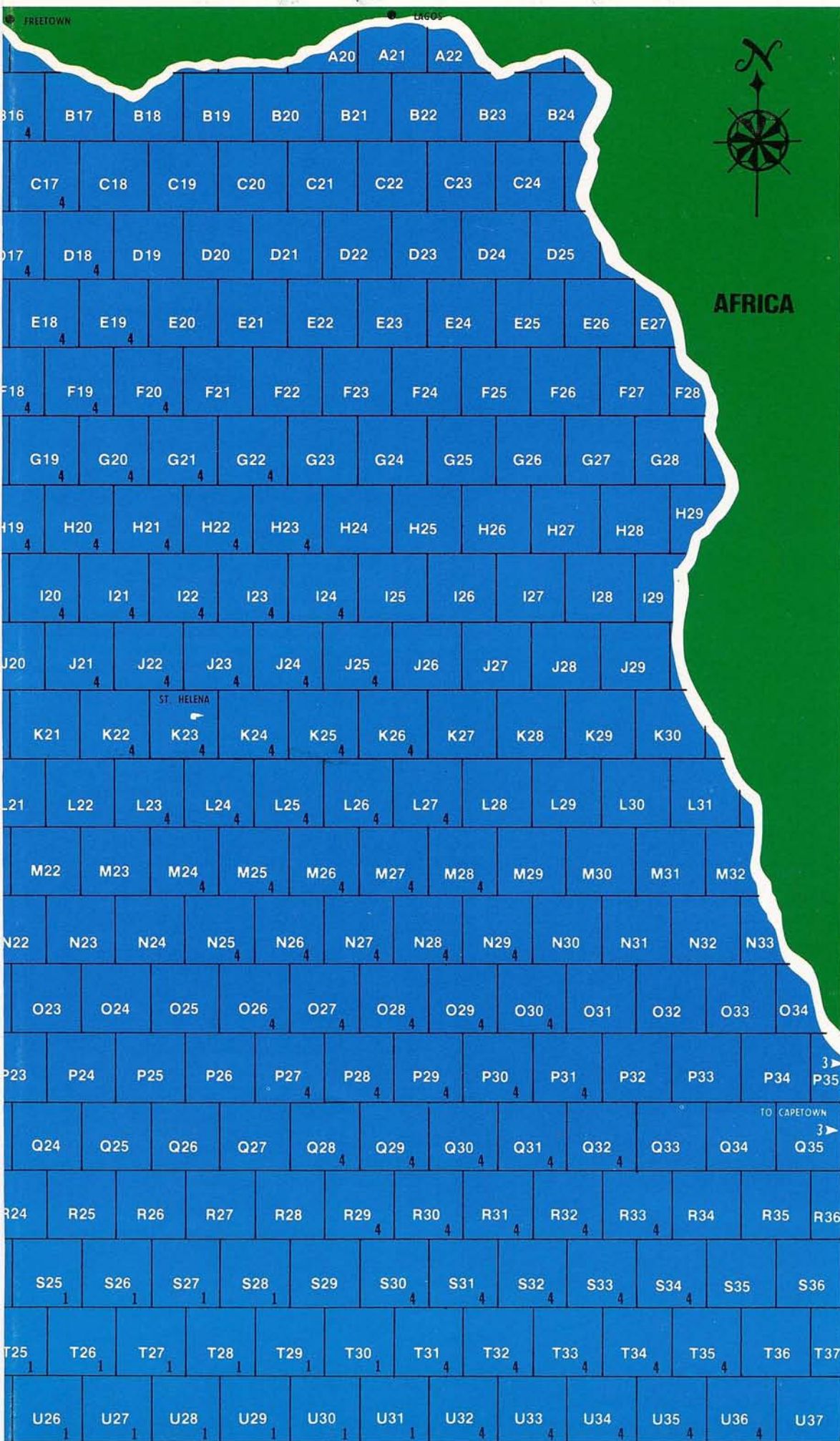
MONTEVIDEO

ASCENSION

TO DAKAR

TO FALKLANDS

A1	A2	A3	A4	A5	A6	A7	A8	A9	A10	A11	A12	A13	A14	A15	
B1	B2	B3	B4	B5	B6	B7	B8	B9	B10	B11	B12	B13	B14	B15	B16
C2	C3	C4	C5	C6	C7	C8	C9	C10	C11	C12	C13	C14	C15	C16	
D2	D3	D4	D5	D6	D7	D8	D9	D10	D11	D12	D13	D14	D15	D16	D17
E3	E4	E5	E6	E7	E8	E9	E10	E11	E12	E13	E14	E15	E16	E17	
F6	F7	F8	F9	F10	F11	F12	F13	F14	F15	F16	F17	F18	F19	F20	
G10	G11	G12	G13	G14	G15	G16	G17	G18	G19	G20	G21	G22	G23	G24	
H11	H12	H13	H14	H15	H16	H17	H18	H19	H20	H21	H22	H23	H24	H25	
I11	I12	I13	I14	I15	I16	I17	I18	I19	I20	I21	I22	I23	I24	I25	
J11	J12	J13	J14	J15	J16	J17	J18	J19	J20	J21	J22	J23	J24	J25	
K11	K12	K13	K14	K15	K16	K17	K18	K19	K20	K21	K22	K23	K24	K25	
L12	L13	L14	L15	L16	L17	L18	L19	L20	L21	L22	L23	L24	L25	L26	
M12	M13	M14	M15	M16	M17	M18	M19	M20	M21	M22	M23	M24	M25	M26	
N12	N13	N14	N15	N16	N17	N18	N19	N20	N21	N22	N23	N24	N25	N26	
O11	O12	O13	O14	O15	O16	O17	O18	O19	O20	O21	O22	O23	O24	O25	
P11	P12	P13	P14	P15	P16	P17	P18	P19	P20	P21	P22	P23	P24	P25	
Q11	Q12	Q13	Q14	Q15	Q16	Q17	Q18	Q19	Q20	Q21	Q22	Q23	Q24	Q25	
R11	R12	R13	R14	R15	R16	R17	R18	R19	R20	R21	R22	R23	R24	R25	
S11	S12	S13	S14	S15	S16	S17	S18	S19	S20	S21	S22	S23	S24	S25	
T11	T12	T13	T14	T15	T16	T17	T18	T19	T20	T21	T22	T23	T24	T25	
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TIME RECORD CHART

0600 Dec 6	1400	2200	0600 Dec 7	1400	2200	0600 Dec 8	1400	2200	0600 Dec 9	1400	2200	0600 Dec 10	1400	2200
0600 Dec 10	1400	2200	0600 Dec 11	1400	2200	0600 Dec 12	1400	2200	0600 Dec 13	1400	2200	0600 Dec 14	1400	2200
0600 Dec 18	1400	2200	0600 Dec 15	1400	2200	0600 Dec 16	1400	2200	0600 Dec 17	1400	2200	0600 Dec 18	1400	2200

Night turns—No search of any kind allowed (merchant or enemy ship). No combat allowed. Shadow attempt may be conducted.

THE GENERAL

READER BUYER'S GUIDE

TITLE: **MAGIC REALM** \$15.00

Multi-Player Fantasy Role Playing Game

INSTRUCTIONS: Rate all categories by placing a number ranging from 1 through 9 in the appropriate spaces to the right (1 equating excellent; 5-average; and 9-terrible). **EXCEPTION:** Rate item No. 10 in terms of minutes necessary to play game as recorded in 10-minute increments. **EXAMPLE:** If you've found that it takes two and a half hours to play **FRANCE 1940**, you would give it a **GAME LENGTH** rating of "15." Participate in these reviews only if you are familiar with the game in question.

1. Physical Quality _____
2. Mapboard _____
3. Components _____
4. Ease of Understanding _____
5. Completeness of Rules _____
6. Play Balance _____
7. Realism _____
8. Excitement Level _____
9. Overall Value _____
10. Game Length _____

The review sheet may be cut out, photocopied, or merely drawn on a separate sheet of paper. Mail it to our 4517 Harford Road address with your contest entry or opponents wanted ad. Mark such correspondence to the attention of the R & D Department.

Game to be reviewed next: _____



NEW KINGMAKER EVENT CARDS

Are your **KINGMAKER** games getting a bit dull? You can spice them up with the new Event Cards described in Vol. 14, No. 3. Avalon Hill is making available in a special expansion kit a new deck of 48 Event cards including 25 printed Treachery, Gales At Sea, Refuge, Vacillating Allegiance, Catastrophe, and Royal Death cards as well as 23 blanks for use in your own variants. The entire deck is backed by the same rich **KINGMAKER** design which makes the game such a joy to play and cards from the two decks will be indistinguishable from the rear. This special card deck is available for \$4.00 plus postage. Maryland residents please add 5% sales tax.

CONTEST NO. 90

It is the start of a basic game of **BISMARCK**. You must make your first turn move so that you guarantee the best chance of locating the German ships while preventing their escape into the Atlantic. Also you want to mobilize your ScapaFlow fleet as quickly as possible. Just fill in the desired final position and mode of all of the units listed below. You do not have to move any or all of the units.

Ship	Position at end of move	Mode at end of move
1. Repulse		
2. Rodney		
3. Prince of Wales		
4. Hood		
5. Birmingham		
6. Manchester		
7. Arethusa		
8. Suffolk		
9. Norfolk		
Air Units		
1. Scapa Flow LR Recon A		
2. Scapa Flow LR Recon B		
3. Scapa Flow Bomber		
4. Eire LR Recon A		
5. Eire LR Recon B		
6. Eire Bomber		
7. Plymouth LR Recon A		
8. Plymouth LR Recon B		
9. Plymouth Bomber		
10. Hvalfiord LR Recon		

Ten winning entries will receive certificates redeemable for free AH merchandise. To be valid an entry must be received prior to the mailing of the next **GENERAL** and include a numerical rating for the issue as a whole as well as list the best 3 articles. The solution will be announced in the next issue and the winners in the following issue.

ISSUE AS A WHOLE: (Rate from 1 to 10; with 1 equating excellent, 10= terrible)

Best 3 Articles:

1. _____ NAME _____
 2. _____ ADDRESS _____
 3. _____ CITY _____ STATE _____ ZIP _____

Opponent Wanted 25¢

1. Want-ads will be accepted only when printed on this form or a facsimile and must be accompanied by a 25¢ token fee. No refunds.
2. For Sale, Trade, or Wanted to Buy ads will be accepted only when dealing with collector's items (games no longer available from AH) and are accompanied by a \$1.00 token fee.
3. Insert copy on lines provided (25 word maximum) and print name, address and phone number on the appropriate lines.
4. PRINT—if illegible your ad will not be printed.
5. So that as many ads can be printed as possible within our limited space we request that you use official state abbreviations as well as the game abbreviations listed below:
 Arab Israeli Wars = AIW; Afrika Korps = AK; Alexander = Alex; Anzio = Anz; Assault on Crete = AOC; Battle of the Bulge = BB; Bismarck = Bis; Blitzkrieg = BL; Caesar's Legions = CL; Caesar = CAE; Chancellorsville = Chan; Crescendo of Doom = COD; Cross of Iron = COI; D-Day = DD; Diplomacy = Dip; Dune; France 1940 = Fr 40; Face to Face = FTF; Fortress Europa = FE Gettysburg = Get '64 or '77; Jutland = Jut; Kingmaker = KM; Kriegspiel = Krieg; Luftwaffe = LW; Magic Realm = MR; Midway = Mid; Napoleon = Nap; Origins of WWII = Orig; Panzerblitz = PB; Panzer Leader = PL; Play By Mail = PBM; Richthofen's War = RW; 1776; Squad Leader = SL; Stalingrad = 'Grad; Starship Troopers = SST; Submarine = Sub; Tactics II = Tac; The Longest Day = TLD; The Russian Campaign = TRC; Third Reich = 3R; Tobruk = Tob; Tirreme = Tri; Victory In the Pacific = VITP; War at Sea = WAS; War And Peace = W&P; Waterloo = Wat; Wizard's Quest = WQ; Wooden Ships & Iron Men = WSIM.

NAME _____ PHONE _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____