

coordinating slow-moving submarines with surface actions, a role for which the doctrine of both navies called.

[12.12] *PT Boat Attack*. In each scenario involving land, the USN player receives one PT boat attack. Once during any IJN Gunnery Combat Phase, the USN player designates a single Japanese DD as the target of the PT boat attack. This DD cannot fire either guns or torpedoes, and in the subsequent Movement Phase it must turn two hexsides away from the nearest USN ship and expend the remainder of its movement points in a straight line. This rule represents a diversionary attack by PT boats on an enemy destroyer (PT boats take on cruisers and battleships only in old war flicks), which then turns to avoid the torpedoes launched and uses its armament to chase the boats away. No damage is ever inflicted on the destroyer, of course.

#### [9.1] NEW SCENARIOS

The history of surface actions in the Pacific is not so sparse that we couldn't find material for two more scenarios representing actual engagements. Below we list Scenario 13, an early cruiser-destroyer battle, and, following that, Scenario 14, a little-known encounter in the Aleutians. (For those who count only ten scenarios in the rules folder, Scenarios 11 and 12 appeared in MOVES #11.)

#### SCENARIO 13:

JAVA SEA, 27 FEBRUARY 1942

[NO LAND]

Hex Number	Ship Type	Speed Heading
<b>IJN Player:</b>		
4205	2 Myoko CA-2	4/sw
4305		
4004	1 Kuma CL-2	4/sw
4406	1 Agano CL-4	4/sw
4104	4 Fubuki DD-2	4/sw
4203		
4303		
4402		
4502	2 Kagero DD-4	4/sw
4601		
4506	5 Asashio DD-3	4/sw
4605		
4705		
4804		
4904		
<b>USN Player:</b>		
5130	2 Northampton CA-2	4/nw
5230		
5331	2 Atlanta CL-4	4/nw
5431		
5029	1 Leander CL-6	4/nw
5031	6 Belson DD-5	4/nw
5232		
5532		
5632		
5733		
5833		
4830	4 Mahan DD-2	4/nw
4928		5/nw
4828		5/nw
4729		5/nw

GAME-LENGTH: 15 Game-Turns.

SPECIAL RULE: Daytime; the usual nighttime sighting restrictions are suspended.

VICTORY CONDITIONS: Based on point schedule (below). ISN ships not exited from west edge of the map by turn 15 are considered sunk.

#### SCENARIO 14:

KOMANDORSKI, 26 MARCH 1943

[NO LAND]

Hex Number	Ship Type	Speed Heading
<b>USN Player:</b>		
3226	1 Pensacola CA-1	3/n
3223	1 Omaha CL-1	3/n
3222	2 Benson DD-5	3/n
3224		
3225	2 Craven DD-3	3/n
3227		
<b>IJN Player:</b>		
1805	2 Myoko CA-2	4/n
1806		
1807	2 Kuma CL-2	4/n
1808		
1809	4 Fubuki DD-2	4/n
1810		
1811		
1812		

GAME-LENGTH: 12 Game-Turns.

SPECIAL RULE: Daytime; the usual nighttime sighting restrictions are suspended.

VICTORY CONDITIONS: Based on point schedule below. USN ships not exited from west edge of the map by turn 15 are considered sunk.

#### [9.2] VICTORY POINTS

The victory conditions outlined for each scenario often seem to be strategically-oriented constraints on a completely tactical situation. Furthermore, our suggested rules modifications tend to render the victory conditions unattainable by both sides. Thus below we offer a Victory Point Schedule as a blanket replacement for all the original victory conditions. The player who best maneuvers to inflict the greatest punishment on the enemy (i.e., scores more points) is the winner. Points are awarded for sinking in lieu of points for individual hits. W and P hits are awarded points equally. No points are awarded for P hits removed by successful Damage Control. Nor are points given for any type of hit ignored because three of that type had already been accumulated by the target.

#### VICTORY POINT SCHEDULE

class	points per hit	points for sinking
BB	5	30
BC	4	24
CA	2	12
CL	1	6
DD	½	3

#### Postscript: Omitted Rules

As a final note, we will reflect on some rules which, at face value, seemed to be natural additions to "CA." Each one, however, contains a fatal flaw that in some way upset either playability or historical accuracy.

*Collisions*. "A collision at sea can ruin your day," but not when the sea is blue-printed paper. Friendly ships, even battleships, collided with exasperating frequency. But the Pacific Ocean in "CA" is dead calm, with unlimited visibility, and with perfect ship-to-ship communications—negating the major reasons for the occurrence of collisions. In terms of the game itself, a collision rule would have to involve two ships present in the same hex. But a halfway competent player can easily avoid "stacking" his ships, and keeping track of hexes through which two ships happen to sail requires back-breaking book-keeping.

*Air Power*. All seem to agree on the lack of merit of merging "CA" into "Fast Carriers." But why not the reverse? Air power could be the equivalent of off-board artillery in the land tactical games. Unfortunately, as the S&T article pointed out the presence of aircraft in a naval battle was not an auxiliary factor, but the deciding factor. Imagine the frustration of a player who maneuvers his ships with consummate skill, only to have them smashed by an invisible and irresistible force. The historically faithful application of air power is just no fun.

*Smoke*. At first, such a rule appeared to be a mandatory addition. In both history and miniatures games, smoke screens frequently sprang up to mask the movement of capital ships or protect damaged ships. In "CA," reasonable smoke rules instead created "instant terrain" which players exploited in a most ahistorical manner. One dirty trick called for heavy ships to fire broadsides, then light ships to lay a smoke screen protecting them from return fire. Rather than cook up a convoluted rule to prevent these shenanigans, with regret we omitted smoke altogether.

*Command Control*. By analogy to land tactical games, we considered it appealing to add "panic" to naval actions. At random, certain ships would not function as the "Task Force Commander" intended. Panicked ships could move off unpredictably, launch uncoordinated torpedo attacks, fire on the wrong target or even on friendly ships. Naval history is full of such blunders. Yet on closer inspection, the analogy proved false. A cruiser steaming past Savo Island is *not* in the same situation as a platoon of Tiger tanks clanking through Arracourt. If nothing else, the man on the bridge is many pay grades higher than the man in the turret! "Panic" in this sense is not justified—the autonomy and initiative of the modern ship captain largely cancel out presumed communication difficulties. True, many of the scenarios featured bonehead actions by the participants in the actual event. But to properly depict these situations, a straightjacket of *ad hoc* rules would be necessary—a straightjacket which "CA" neither demands nor deserves.