

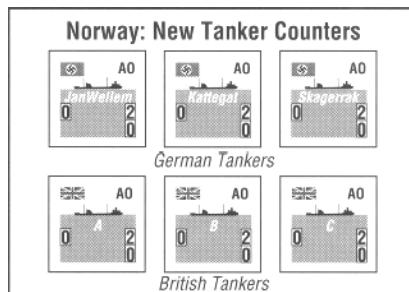
# DESIGNER'S NOTEBOOK

## Norway: Naval Supply Rules

BY KEVIN BOYLAN

**Supply considerations were of** paramount importance during the Norwegian Campaign of 1940 due to the vast dimensions of the theater, generally inadequate port facilities, and the fact that both sides often fought while isolated from their lines of communication. **Invasion:** Norway accurately represents the decisive impact of supply upon the operations of ground and air units, since the former cannot fight at full effectiveness without the expenditure of supply points, while the latter cannot even take off without consuming air supply points. What's missing therefore, are rules that address how supply factors influence the operations of naval units - but their omission from the game was not an oversight. Indeed, a fairly detailed set of naval supply rules were included in the original design, but Gene Billingsley (who acted as developer on the project) wisely decided that our players would already have their hands full keeping track of air and ground supply. Asking them to digest a third set of supply rules requiring off-map bookkeeping would plainly be too much.

Still, I myself have always been willing to accept a little extra work for sake of increased realism and historicity, so for the true *grogards* among you, I offer the **Invasion:** Norway naval supply rules in all their glory. A quick glance at the naval supply rules and the Fuel Roster (see *C3i Insert* in this issue) will reveal that their primary effect is to limit both sides' naval operations on the northern half of the map. Their greatest impact with therefore be felt in the turns immediately before and after the invasion, since that is generally the only time when *both* players have significant numbers of naval units north of Bergen. No German naval unit smaller than a cruiser will be able to go beyond that point without having to refuel before making the dash back home, and any



that do will have to expose themselves to an additional turn of Allied naval attacks while they sit in port waiting to refuel. That assumes, of course, that any German tankers survive the trip north at all! If none do, then German light ships are as good as dead whether they await destruction in port, or try to slog their way back southward at the pitiful rate of one sea zone per turn. This was exactly the dilemma which confronted Kommodore Bey (who commanded the ten German destroyers that made the initial landings at Narvik) when only one of the two tankers he was expecting arrived. Since only three ships could refuel in time to make an immediate escape, Bey chose to keep his force together and prepare for a breakout in strength - with fatal consequences for both himself and his entire command.

This is not to say that the naval supply rules will not hamper the Allied player as well. For, unless he is operating in close proximity to his bases, fuel considerations will limit his sloops, destroyers and light cruisers to a mere two turns of useful operating before they have to make for home. Still, the strategic position of Scapa Flow assures that the Allied player's fuel situation in the far north will almost always be more favorable than that of his opponent. The most troublesome problem for him will be the fuel status of his invaluable carriers. Since any interruption in his naval fighter cover (such as it is) can be extremely painful, the Allied player is best advised to rotate his

flattops through Scapa and the Finnmark Zone (note that 1 unit can refuel there per turn), always keeping at least one at sea off the most important ground battle areas.

No fuel boxes are expended to move transports and tankers because these vessels, when travelling at their standard cruising speed, generally have sufficient fuel to steam across the Atlantic Ocean. While the distances covered in operations off Norway were considerable, they typically did not overstretch the fuel capacities of these vessels. Surface combatants such as destroyers, cruisers, and battleships were, of course, an entirely different matter because they usually steamed at much higher speeds and therefore consumed fuel at a much greater rate.

### 13.5 Naval Unit Supply

**Design Note:** German and British naval operations were greatly complicated in the spring and summer of 1940 by the lack of any real naval bases in Norway. Combat ships, which tend to steam - and therefore, burn oil - much faster than transports and cargo vessels, could only operate off of Norway for relatively short periods before they had to return to base to refuel.

#### 13.5.1 Naval Fuel Expenditure

All naval units except APs or Tankers have a Fuel Capacity which is rated in Fuel Boxes. Whenever a naval unit (except an AP, LC, or Tanker) moves or performs Naval Interception (even if it does not move), cross off one of its Fuel Boxes on the Fuel Roster. After all of a naval unit's Fuel Boxes have been crossed off:

- Its Strategic Movement Allowance is reduced to 1 for all purposes, including Withdrawal from Naval Combat (see 8.2.4).
- It may not perform Naval Interception.
- It adds one (+1) to its die roll

Define "Moves" as: "Whenever a Naval unit expends more than 1 SMP point or conducts a Naval Mission even if only expending 1 SMP".

Add: If a Naval unit voluntarily doesn't spend Fuel to move add +1 when firing in Naval Combat unless the Naval unit chooses to spend Fuel before combat starts.

Add: If a Naval unit moves without using fuel (either from being out of fuel or voluntarily) subtract 1 from any Detection die rolls against

Add: Use 1 Fuel for combat (if not already used this turn) or suffer +1 to when firing in Naval Combat.

*Note: If a 2-point DD or TB unit splits into two 1-point units, immediately cross off the same number of Fuel Boxes for the new unit as had already been crossed off for the original unit.*

### 13.5.2 Refueling

If a naval unit occupies a port where it can refuel at the beginning of any Naval Segment, immediately erase all of its crossed-out Fuel Boxes on the Fuel Roster. A port may refuel a number of naval units equal to its Unloading Capacity during a single Naval Segment.

- **British and French** naval units may refuel in the Scapa Flow, Scotland, and England off-map zones. Furthermore, 1 unit per turn may refuel in the Finnmark zone.
- Norwegian naval units may refuel in the Finnmark off-map zone; any port in Norway with a Unloading Capacity greater than 2; or anywhere that a British or French naval unit may refuel.
- **German** naval units may refuel only in the Germany off-map zone.

*Exception: German S-Boat Flotillas may refuel in any friendly-controlled port with an Unloading Capacity of 6 or greater.*

### 13.5.3 Tankers and Refueling

Tanker units have Fuel Capacities (see Fuel Roster), but do not have to expend a Fuel Box in order to move. Instead a Tanker unit's Fuel Boxes are used to refuel other friendly naval units. Tankers refuel in eligible friendly ports just like any other naval units.

*Exception: The German Tankers Belt, Moonsund, Dollart, Euroland and Senator may only transport Air Supply Points (see 8.5.3), and therefore do not appear on the Fuel Roster.*

If a naval unit is stacked with a tanker that is carrying naval fuel at the beginning of a friendly Naval Movement Phase, the tanker can refuel it (wholly or in part). *Neither*

*the tanker nor the refuelling naval unit may move during that Naval Movement*

*Phase. Each Fuel Box crossed off of a tanker that is carrying naval fuel*

allows you erase one of the refueling unit's crossed-off Fuel Boxes. A single tanker may refuel only one naval unit per Naval Segment. One Tanker may refuel another that is stacked in the same friendly-controlled port (essentially transferring the fuel between them).

*Exception: If a tanker is refuelling a 2 point DD, TB, SB, or Sloop unit, 2 Fuel Boxes must be crossed-off on the Tanker in order to erase 1 Fuel Box for the refuelling unit (i.e., each Fuel Box crossed-off for the Tanker erases only half of a Fuel Box for a 2-point naval unit).*

### 13.5.4 Scenario Special Rules

When playing with these rules, make the following changes to the scenarios.

- In the Operation Weseruebung scenario (only), the German tankers *Kattegat* and *Skagerrak* set up in the Germany zone, while the tanker *Jan Wellem* sets up at Base Nord (i.e., in the Soviet Union).

*Special Rule: No German naval units may enter port at Base Nord at any point during the game unless*

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*German Variant #6 (see 19.1) is in effect. The Jan Wellem may leave Base Nord during any turn, but cannot re-enter unless Variant #6 applies.*

- In both the Operation Weseruebung and Operation Bueffel scenarios, the British tankers A and B set up in the Scotland West zone, while C sets up in the Scotland East zone.

All three German tankers are part of the Tanker Echelon, and may therefore move freely, during all Pre Invasion Turns (see 17.3). No British tanker can move until the April #5 turn. If the Historical Naval Operations Restrictions (see 18.1.3) are being used in the Operation Weseruebung scenario, then German naval units are not forced to return to Germany if they cannot make the trip without running out of fuel before reaching the Germany zone (although they may if the German player wishes).



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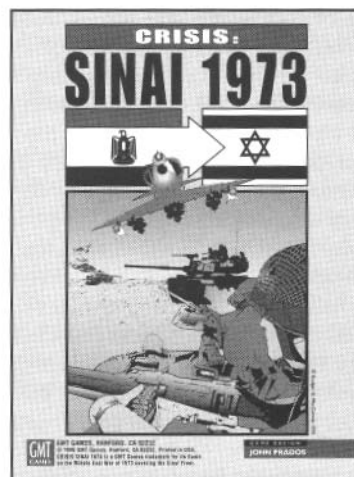
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