



BUSHWACKER

200th ISSUE

VOL. XVII, No. 8

(24th on Runestone Poll)

AUGUST-SEPTEMBER 1988

This is the 200th consecutive issue of BUSHWACKER, a Postal Diplomacy* zine dedicated to the play and reporting of Variant games, hobby news, reports on the North American Variant Bank, my trips around the world, and anything else which comes to mind. This zine was founded in March 1972. I have printed 199 issues since then, and a friend of mine prepared one BUSH game report when I was in Europe in 1976. This counts as a double issue for Subscribers, since I have let my desire to do a big issue get away from my better judgement. Many people produce issues this size every month, I know, but I have usually tried to keep my issues down to between 10 and 12 pages. Maybe that's why I have lasted for 16½ years, while bigger publishers have come and gone.

This zine is being brought to you by: Fred C. Davis, Jr., 3210-K Wheaton Way, Ellicott City, Md. 21043. Phone: (301) 461-1885. Phone calls accepted between 12 Noon and 9:30 p.m. Eastern Time, every day, except during the dinner hour from 6 to 7 p.m. Please try to submit your orders by mail, except in emergencies, but phone me if you find an adjudication error.

*Diplomacy is a registered trademark for a game invented by Allan B. Calhamer, and Copyright by The Avalon Hill Game Co. of Baltimore, Md. The zine is named for my comic strip character, "Bushwacker," whose picture adorns the masthead above.

* * * * *

GAME FEES: \$9.00 Flat Fee for new players. \$8.00 for current readers. STANDBY FEES: \$5.00 for newcomers; \$4.00 for the rest of you. Mensa Diplomacy SIG members receive an additional \$1.00 discount on these fees. For your money, you receive the rules/maps for your game(s), and BUSH for the duration of your game, even if you're wiped out, providing you don't drop out. If you drop out, you lose your money. Players & Standbys don't have to worry about annoying things like expiring subs. SUBSCRIPTIONS for non-players are 12 issues for \$6.00. OVERSEAS SUBS are \$8.00 for 12 issues, by sea mail. (About 1/3 of the time, "sea mail" to Europe gets moved by air anyway). SAMPLE copies are 50¢. We also TRADE with many other zines on an all-for-all basis.

This issue contains reports on VACATION DIP III (1985R re39), CHARACTER DIP (1987AF-rm49) and CONQUEST OF THE NEW WORLD III (1988AQ wc03). We also have the starting lineup for ATLANTICA III.

* * * * *

OPENING SHOTS

After having taken a good deal of the summer off, it's a bit hard to get back to pounding the typewriter again. This is especially true with the high temperatures we've been experiencing. Whenever we leave the air-conditioning, the heat seeps into our bones, killing all desires to turn out deathless prose. Our A/C has also failed on three different occasions in the past six weeks, turning our apartment into a sauna bath. The failures have now been traced to a faulty circuit-breaker, so that problem seems to be solved. However, for the rest of August, we may be giving in to the siren-calling of the swimming pool or a nice, cool movie theatre when we ought to be at our desk.

We will be out of town again, at the ocean, from Wed., August 24th through Wed., August 31st, inclusive. So, please try not to send us any mail during that period.

Enclosed with this issue is a special 12-page supplement, "Deutschland's Dreadnaughts," giving the history of the major German surface units in World War II. This is a re-write of a college term paper I wrote many years ago, with some updating from more recent sources. There may also be a few other items to commemorate this 200th consecutive issue of BUSHWACKER. When I started this publication, I had never expected it to be anything more than a minor zine dedicated to variant play. (All-variant zines were not unusual in 1972). I certainly didn't expect it to wind up in the Top Ten on the Runestone Poll's All-Time List in 1987. And, I certainly didn't plan on publishing without a break for 16 years. Very few zines have ever reached the #200 mark. Among those currently publishing, only GRAUSTARK and EMPIRE, both produced by John Boardman; and BOAST, by Herb Barents, have crossed the "200" barrier. COSTA-GUANA is much older, but has had several interruptions in its publishing history, so I think only Conrad could tell us how many issues have been produced.

John Leeder's RUNESTONE got to #373, but for many years he printed weekly issues, which enabled him to reach that total rather swiftly. I'm unable to calculate how many issues of DIPPY, by Jim Benes, have come out, since that is a supplement to his main (non-Dip) weekly newspaper, which is up to Vol. 16. GRAUSTARK, the leader, is up to around #552. BOAST has printed issue #274. Other zines approaching the 200 mark are FOL SIE FIE, around 180+ (can anyone give us the exact figure?); KLISSA, 171 (but often published weekly); KATHY'S KORNER, 136; and TER-RAN, 142.

I will have a report on my trip to England for World DipCon here later on. First, I want to announce a few winners:

HOBBY AWARD WINNERS

The winners of the several hobby awards were announced at DipCon by Larry Peery. The Don Miller Memorial Award for Meritorious Service to the Hobby (for 1987) was jointly won by the team of Simon Billenness and John Caruso for their work in running the Peoples Diplomacy Organization Relief Auction (PDORA), which raises funds for hobby projects and services. This is the first time that a team has won the award.

The John Koning Memorial Award for Best Diplomacy Player in any category was won by David McCrumb, publisher of THE APPALACHIAN GENERAL. Dave is ranked 4th on the Dragon's Teeth rating system, and was a big tournament winner in 1987.

The Rod Walker Literary Award concluded with the first tie in the history of these Awards. Sharing this award are Mark Berch, for his series, "You Be the GM," which appeared in DIPLOMACY DIGEST #107-109; and Fred Davis (blush), for preparing the 1987-88 North American Variant Bank Catalog.

(more)

The winners' names are currently being engraved on the already prepared plaques, which will be mailed to the winners shortly. Since none of the winners were present at DipCon, we first have to verify the handling of the plaques with them. There are both large, perpetual plaques, and smaller, individual plaques, in each category. In some cases, the large plaque will also be mailed out, and in some cases they will be kept on display here in my home.

Anyone caring to make a contribution toward the cost of buying and mailing these plaques is invited to send me a check, made out to "Fred C. Davis, Jr.," if you haven't already done so, as I'm also the Treasurer for this outfit. I can assure you that these plaques are of high quality, and not exactly inexpensive.

Simon Billenness becomes the first person to win a similar award on both sides of the Atlantic. He had formerly won the British equivalent of the Miller Award for his services in producing 20 YEARS ON, the U.K. zine directory.

* * * * *

The ATLANTICON Diplomacy winners were: First - Frank "Baltimore" Jones, 41.222; Second - David Hood, 39.546; Third - Bill Thompson, 26.945. There were six boards played on Round One, and three on Round Two on Sunday. Jones and Thompson are local players, who usually do quite well in Maryland and Virginia tournaments. Jones had a Rulebook win as France combined with a 2-way draw as Austria. Hood won with Germany, and had a 2-way draw as Turkey. Thompson gained a 2-way draw as France, combined with an Austrian survival.

I've been advised that the correct vote on the "Sleaze" issue was 8 to 5, not 9 to 6, with several abstentions. Robert Sacks informs me that since he was in the chair, he did not vote in favor of the motion. Another party who had expressed opposition apparently did not vote, or did not raise his hand high enough to be seen. In any case, it was not exactly an earthshaking vote.

* * * * *

I had been hoping to obtain the results of the DIPCON Tournament held in San Antonio, Texas, in July. As I write this, I've only received one brief report, and I can't find it now, so I can't give you the results. If something comes in before we go to press, I'll add it at the end. One party wrote to say, "I guess you've received all the Dipcon news," without including any, to which my answer was "No."

I do know that the 1989 DipCon will be held in San Diego, California, following the traditional four-year rotation cycle. Larry Peery will be the host, at PeeriCon. Details will follow as they're received. While the next World DipCon will probably be held in the U.S. in 1990, Larry has invited the Australians to try to come to California in 1989, since that's a bit less distance for them to travel.

In 1989, there will probably be two bids for the 1990 DipCon, to be held on the East Coast. One bid will come from David Hood's "DixieCon" group in Chapel Hill, N.C. The other will be from Robert Sacks' group, for a Middle Atlantic location.

* * * * *

UPDATE #2 to the 87-88 NAVB Catalog is now available. This includes new variants received in the Bank through June 1988. If you already own the Catalog, you may have a copy of UPDATE #2 by just sending me a SASE. The Catalog itself is available for \$4.00. This will now include copies of both UPDATES #1 and #2. Over 900 games have now been cataloged.

OUR VISIT TO ENGLAND FOR WORLD DIPCON

I combined my trip to World DipCon with visits to some friends and relatives in England. Spent a day and a half in London before going to Birmingham. Brian Creese, a British publisher, picked me up at my hotel on Friday for the drive to Birmingham. We then picked up Larry Peery at the Cumberland. They'd forgotten to tell Brian that Larry would have about 8 boxes of luggage with him. Somehow, we managed to cram everything into his small station wagon, with Larry wedged into the back seat, with boxes on top of him.

It was an interesting drive up the M-1 to Birmingham. Brian handed me the map, and asked me to navigate as we entered the heart of the city. Fortunately, we were on an expressway which led directly to the University, so we had little trouble finding our destination. High Hall turned out to be literally that. It's an 18-story high rise, with the cafeteria, gaming rooms, bar and sleeping quarters all under the same roof. No need to go out. In fact, I never went outside for the first two days, as the weather was cold and rainy. On the third day, I decided to get some fresh air, but after walking about 100 yards wearing nothing warmer than a sweater, I decided that I'd had enough and turned around.

The cafeteria served inexpensive but terribly dull meals. The menu never changed, from one day to another. They were always trying to inflict baked beans on us. I said "No way, we're all too close together!" The only other vegetable available was peas, so I had my fill of them for the next month. One thing I appreciated were the self-service tea and coffee machines, making the real thing, not powdered imitations, about 18 hours a day.

My one big disappointment with World DipCon was that I never had the opportunity to try out any of the city's restaurants with fellow delegates. Admittedly, the only practical way to get downtown was by private car, and I was a stranger to most of the people there. I guess no one thought of looking for me (it was a rather large place) to see if I'd care to join them for dinner. I had several meals with Peter Sullivan, the former Custodian of the UKVB, whom I'd met in 1986. Peter has made American politics a major part of his studies, so we spent several hours discussing that subject, as well as comparing the American and English ways of doing many things.

There were only three Americans, two Dutchmen, one Canadian, and one person whose nationality I did not get among the Diplomacy people. There were also a couple of German people present in a separate area, where some German games were being sold and played, but I did not get to meet them. I was sorry not to see a better international turnout. Allan Calhamer and his wife were there as guests of honor. Allan spoke for about 1½ hours on the origins of his game, plus the evolution of the Rulebook, and a bit about strategy. With his beard, he looked almost like Uncle Sam. Unfortunately, I missed the first 20 minutes of his talk, as we could not understand the public address system where we were seated, and didn't catch the word that he was about to speak. Allan brought along the original Diplomacy set, with Army pieces about three inches high, and many additional spaces on the map. Someone said to me, "Hey, Fred, when you invented Abstraction, you just went back to Calhamer's original board!"

Nick Kinzett was the Diplomacy Tournament Director, and did a yeoman job. Nick is the publisher of a zine called IN THE BEGINNING. There were also several other game tournaments going on simultaneously, including 1829, 1830, Railway Rivals, Britannia and Acquire. Some American Football and Soccer games were played at another location, so I didn't get to see any of them. I was worried that they might try to draft me as a referee for the Amfoot games, thinking I was a football expert. Fortunately, I wasn't needed, so I didn't have to expose my ignorance.

The first round of the Tournament was called the "Team Games." Most of the teams were composed of readers of certain zines, although Cambridge and Liverpool also entered teams. (VIENNA had enough entries for three teams). There weren't enough Americans to form a Yank Team, so they made up an International Team instead. When that gave them only six people, they drafted Malc Smith, as English as they come but currently shuttling between Belgium and Norway, as the seventh player. Claude Gautron was the Canadian representative. Jaap Jacobs and Lex Pater came from the Netherlands.

Each player was sent to a different board, where he was working not just for his individual score, but for his team as well. I drew France on my board, and entered into an alliance with Mark Nelson (Germany). Mark and his brother James are the publishers of VARIANTS & UNCLES, so I'd gotten acquainted with him by mail. Italy (Toby Harris) misordered and failed to take Tunis in Fall 1901, so I decided to attack him. Unfortunately, Harris turned out to be one of the better players, and although I convoyed an A into Tuscany, I was unable to break through. While I took Tus and N. Africa in Fall 1903, Italy took Marseille, and that was the beginning of the end for France. By F 1907, I was down to one unit, while Italy had grown to 8. However, I was able to make myself useful to Germany & England (Steve Hatch), and was able to survive to game's end. Italy and Austria (Shaun Derrick) had the game wrapped up by F '08, by which time they had 10 and 9 SC's, respectively.

At this point I made the suggestion that the game be conceded to Italy & Austria, as one might do in an American game. I was shocked to learn that under the Tournament Rules, we were playing DIAS, so with everyone still in the game, it would be classified as a 7-way draw. (I had never played in a DIAS game, postally or FTF, in my life. What DIAS games, as I consider half the fun of Diplomacy is convincing people that two or three players have won, without the need of applying brute force for a mechanical victory.) Here, the only way to improve the score was to eliminate the smaller powers. However, we were up against a 6 p.m. time limit. While the players were able to eliminate Turkey; Russia and I held on for dear life with one unit apiece. We were unable to play 1911, as time ran out.

The final standings were: A - 12, E - 5, F - 1, G - 3, I - 12, and R - 1. This was called a 6-way draw by the Tournament directors, although in America this would almost certainly have gone down as a two-way draw A/I. Players with more Centers did receive credit for them, however.

The WAR & PEACE team finished first, topped by a 15-Cntr France and a 12-Cntr Turkey. All the more fitting since WAR & PEACE won the British Zine Poll in 1988.

The International Team finished 11th out of 24, with little help from me. Malc Smith's 9-Center England and Jaap Jacob's 7 SC Italy in a 4-way draw brought up the team's average. Yes, there were 24 boards (168 people) all playing Diplomacy at one time in the same room. A wonder the men in the white coats didn't show up. The cafeteria doubled as the playing area, so people were able to eat and play at the same time.

There was a second individual round on Sunday. However, I did not play, mainly because of the DIAS factor. There were only ten boards in Round Two. No Rulebook victories, although there was a 16-Cntr England and a 16-Cntr Turkey.

The overall Tournament winner was Phil Wood, who had had a Rulebook win as Russia on Board 10 on Saturday, and a 5-Cntr Italy on Sunday, giving him 100 points. Second was Matt McVeigh, with the above-mentioned 16-Cntr Turkey, and 82.7 points. None of the International players fared very well.

I also played in the 34-Man Anarchy game which began at 10:30 p.m. Saturday night.

I drew St. Pete, which gave me the rarity of an option on my initial build. Being a traditionalist, I built the usual F (sc). With the aid of allies in Sweden and Munich, I was able to take Kiel and Warsaw. At the start, the area around the board was a madhouse. It was nearly impossible to even see the board. As some people got wiped out, some diplomacy became possible. Sweden had, in effect, become Scandinavia, while Munich had become Germany.

At 2 a.m., I realized I was dead on my feet, and decided to turn my spaces over to my allies. Moscow had grabbed St. Pete. But, I was able to support the Swede into St. Pete and the German into Kiel on the same move, and retire with honor. I learned the next day that "Germany" and "Sweden" were among the five people who "won" the game, around 4:30 a.m. I slept till noon to recover.

Andy Poole had prepared full-sized copies of about a dozen variants so they could be played FTF. They were all made available on a large table. I contributed a copy of SkinnyDip II to the collection. Many people came around to look at the maps. Several of the games were played, including Abstraction, Deluge and Superfluid. (Superfluid is played on the Abstraction map. The players select any 4 SC's as their starting positions, and build whatever types of units they wish there.) I acted as GM for a Superfluid game.

I'd mentioned that Larry Peery had brought many items to the Con. He used a table to display many items, including DIPLOMACY WORLD, a sample of the D.W. Anthologies, and items relating to the San Diego Superbowl game and forthcoming America's Cup race.

Mark Nelson brought his tape recorder, to tape interviews with Calhamer, Peery, myself, and other visiting firemen. This took up nearly half of Sunday evening. The "Rusty Bolt" awards were also given out Sunday night. Some of these are similar to our hobby awards, and some are just jokes.

There was a "Summit Conference" of several of the world's Variant Bank Custodians and Miller No. Custodians. This included John Cain, Aussie VB Custodian; Martin Lewis, UK MNC; Andy Poole, representing the UKVB (Richard Jackson, the UKVB Cus, had been present earlier, but had to leave before this Conference could be held); Mark and James Nelson, VARIANTS & UNCLES; and myself. I believe Peter Sullivan also sat in as an observer. We all got along remarkably well. I see no problems in our continued worldwide cooperation.

Everyone agrees that the current Variant Catalog Nos. will continue to be the only ones used. Several people explained why they preferred to say "ARDA Nos." rather than "NAVB Nos.," since the system has spread far beyond North America. I explained that the name, ARDA, originally referred to the zine which Rod Walker published about the NAVB at irregular intervals. Since the two Catalogues which he produced were numbered in the ARDA series, the name ARDA became associated with the numbers. I said the "CN," for Catalog Number, might be the best term to use, but that I would accept "ARDA No." as a synonym. We agreed that by my continuing to use just "Catalog" for my publication, it was easy to distinguish this from the UKVB Catalogue or Aussie VB Catalogue. We will use the different spellings to distinguish them.

We agree to hold off on issuing CN's for rough drafts of new games. Frequently, the first playtest of a new game results in several changes in the rules or maps. If a game is being playtested by mail, it was felt that the same CN could be used for both the playtest and the final version, rather than issuing a new Mark No. for the revised version. This enables a MNC to issue a designator for a Postal game, without committing any revised version to being called "Mark II."

It was also felt that minor changes in a game's design could be classified by using capital letters, starting with "A," instead of entirely new numbers. There are now several games where very minor changes are being made in each Postal version, and we do not need to get involved in dozens of Mark Nos.

Where two different games have identical names, it was suggested that we add the designers' initials to the game titles. First, the Bank Custodians should try to get an author to change the name of a game if it duplicates a pre-existing game. "Cosmic Dip" was cited as an example of two entirely different games with the same name. If a design amends an existing game, the new designer should send a copy of his revision to the original designer, if that person is still in the hobby.

It was agreed that there is no need to contact an author for permission to reprint a single copy of a copyrighted amateur game. Under the "fair usage" doctrine, this is permitted. However, we should not reprint copies of commercial games, such as "Machiavelli," as long as said games remain in print. It was recommended that the date a variant was first printed be shown on our copies.

The question of whether games could be rated from 1-star to 4-star by the Banks was raised. I pointed out that one man's meat may be another man's poison. These ratings would be extremely subjective.

I went on from Birmingham on the Tuesday morning to visit my friend, Arthur Nunn, in Yorkshire. We were spectators in the lighting of the bonfire in the Ripon area, commemorating the 400th anniversary of the appearance of the Spanish Armada. In a repeat of what was done in 1588, bonfires were lit in succession all the way from The Lizard to Berwick-on-Tweed. The 1988 people had the advantage of using gasoline to get their fire started. I commented that the English didn't have any jerricans of petrol in 1588. We had a very nice fire, but couldn't see the signal fire to the south. Perhaps they weren't able to light theirs.

Arthur and I also drove to Bridlington and Scarborough to look up the areas where my ancestors had come from. My great-great-grandfather had left a farm called "Dane's Dyke" on Flamborough Head to go to London as a surveyor. We traced down one distant ancestor in Scarborough, thanks to a letter preserved by another gentleman named Rex (who was not a relative), but when we got to his house in Scarborough, we found he'd passed away a few years ago.

Arthur and I also visited an operating steam railway in the Pickering-to-Grosmont area, running 18 miles across the North Yorkshire Moors. That's the longest steam line in Britain, I believe. We also visited the Railway Museum in Darlington, near the original terminal of the Stockton & Darlington, the world's first passenger railway.

I had a very fast trip back to London from Darlington on a "125" train. We actually arrived early. I then stayed at the Regent Palace Hotel on Piccadilly Circus for 5 more nights and 4 days. Got to see two shows, and visited several museums. The shows were "Starlight Express" (actors on roller skates portraying railroad trains) and "Driving Miss Daisy" (an American play, which may soon be made into a movie).

I visited the R.A.F. Museum in Collindale, the Imperial War Museum in South London, the Science Museum in South Kensington, and the National Portrait Gallery near Leicester Square. If anyone is planning to visit London within the next year, I'll be glad to give you directions for visiting these excellent museums. I also paid another visit to Madam Tussard's. I didn't know that it had been closed for remodeling, and had only reopened in June. It was jammed with wall-to-wall visitors. The new exhibit halls were interesting, but it was too crowded to be enjoyable. I was shocked that certain children (not English) were touching and otherwise molesting

some of the figures. In the newer exhibits, the figures are set out in the open, instead of being placed in niches or behind barriers. Apparently, the crowds were too great for the guards to control things. The figures won't last long at that rate.

I was unable to attend a London hobby meet this time, since I was not there on either the first or third Wednesday, their regular meeting days. However, I did get to have dinner again with Martin Lewis in Watford on the night before I left. We had a chance to discuss more Diplomacy hobby news and events. We also talked about American football, which is becoming very popular over there, thanks to TV. The annual "London Bowl" was coming up the following Sunday in Wembley Stadium.

I also rode on the new automated Docklands Light Railway in the East End. This is now a must for sightseers, as they're the only trains in England where you can sit right up in front and look out. About half the people riding were sightseeing on the morning I rode it. It's really an "Elevated" line, which winds its way over a complex maze of land and water areas, which is becoming a high tech industrial park. To get there, you take the Underground Central Line to the Stratford station and transfer over, after buying special tickets at an automatic machine.

London is a pretty clean city, except for the auto exhaust pollution. The sale of lead-free petrol is only beginning. The motorcycle couriers drive like wild men. Virtually everyone goes hatless, unless it's raining, just like here. I only saw one chap wearing a bowler, in The City, near St. Paul's Cathedral.

In 1992, all Common Market tariffs will be abolished, and most of Western Europe will function as one big country of some 335 million people. This will be the greatest concentration of skilled people in the world. Within that context, I believe that Britain is going to make it all the way back to prosperity. I had predicted such a unified Europe back in 1959, but I had said it would happen in "20 years." I'm going to be 13 years late, but my prediction is starting to come true.

* * * * *

BASEBALL WARZ

Looks like most of our predictions went awry. All the teams we'd picked to win are way down in the standings: Toronto fifth, Kansas City third, St. Louis fifth, and Cincinnati fourth. It was interesting to see the Red Sox jump up there to second place in the A.L. East. I'd picked them to finish third. They just might pick up all the marbles. As for the current leaders, I'd picked Detroit to finish fourth, Oakland second, the Mets second, and Los Angeles fourth.

I'd picked the defending champion Minnesota Twins to finish third in the AL-West. Their current charge to second is coming too late. I think Oakland has clinched the AL-West, and the N.Y. Mets will win the NL-East. The other two races are still up in the air, where anything could happen.

* * * * *

RUNESTONE POLL BULLETIN

I've just received a flash showing the names of the top finishers on the 1988 Runestone Poll. 508 people voted in the Poll! This is about half of the total number of people in the North American hobby, so it is a pretty strong indication of how hobbyists feel about these zines, and about the Poll itself. (Some Overseas votes are included, so it's not accurate to say that 50% of the Americans voted).

The Top of the Zines:

| | | Score | Last Year's Rank | Votes | Notes |
|-----|-------------------|------------------|------------------|----------|-------|
| 1. | PRAXIS | Alan Stewart | 9.08 | 3 (+2) | 82 |
| 2. | ZINE REGISTER | Ken Peel | 8.58 | 11 (+9) | 75 |
| 3. | PENGUIN DIP | Stephen Dorneman | 8.13 | 26 (+23) | 56 |
| 4. | DIPLOMACY WORLD | Larry Peery | 7.99 | 5 (+1) | 107 |
| 5. | PERELANDRA | Pete Gaughan | 7.85 | 19 (+14) | 36 |
| 6. | BENZENE | Mark "ig" Lew | 7.82 | (New) | 26 |
| 7. | CHEESECAKE | Andy Lischett | 7.70 | 30 (+23) | 39 |
| 8. | CANADIAN DIPLOMAT | Bob Acheson | 7.65 | 8 (—) | 77 |
| 9. | MAGUS (F) | Steve Langley | 7.52 | 9 (—) | 49 |
| 10. | KK/WHITESTONIA | Kathy Caruso | 7.48 | 23 (+13) | 37 |
| 11. | GRAUSTARK | John Boardman | 7.29 | 22 (+11) | 73 |
| 18. | COSTAGUANA | Conrad v Metzke | 7.03 | 1 (-17) | 88 |

The second and fourth place 1987 finishers, B.I. and EUROPA EXPRESS, have folded. No. 6, HOUSE OF LORDS, has dropped 8 places to 14th. No. 10, OVER THERE, has also folded. I've shown COSTAGUANA since many people will be interested in the ranking of the "New" COSTA, which finished in first place for two consecutive years.

I had predicted that PRAXIS would win, and am very happy with that result. I had expected D.W., ZINE REGISTER and COSTA to finish in the Top Four, so 2 out of 3 right is O.K. The second highest no. of votes went to REBEL (Melinda Holley), which finished 13th⁽⁴⁴⁾ with 100 votes. (I had rated it 10th). I'm really surprised at the rapid rises for PENGUIN DIP and CHEESECAKE, and the sudden appearance from nowhere of BENZENE to 6th place. In my personal ratings, EXCITEMENT CITY UNLTD (finished 21st), NORTHERN FLAME (19th), and CATHY'S RAMBLINGS (25th) would have finished ahead of those three. PERELANDRA would have been 11th on my list. CANADIAN DIPLOMAT is beautiful, but far too much time elapses between issues. I gave it an identical rating of 8th. KK/W continues to climb. Last year it gained 17 places; this year another 13. Well done, Kathy. And how about that, John Boardman is finally getting the hang of producing a Dipzine after only 25 years of trying.

E.C.U. and NORTHERN FLAME are very new. Hopefully, they will gain better ratings next year. Oh yes, BUSHWACKER came in 24th, down 4 places, with a score of 6.97. To be honest, I'm a little disappointed. I thought I would at least hold my prior rank of 20th. However, I collected 90 votes, the third highest of any zine, so in that sense I feel I gained some recognition. Funny, it seems that the more votes I get, the lower my score! I got 77 in '87.

The Top Four GM's were: 1. Andy Lischett (No change); 2. Jim Benes (+12); 3. Kathy Caruso (+6); and 4. Randolph Smyth (+13). I was ranked 9th (+1).

The Top Five Subzines: 1. Shadowplay (+14); 2. Fiat Bellum (+3); 3. Out to Pasture (+1); 4. HI Inertia (-3); 5. Humboldt (-3). I had rated High Inertia the best. I'm not too familiar with many of these subzines. I tend to think of a zine as a whole, and sometimes don't even notice that parts of it may be a subzine.

More details next month.

ATLANTICA III (0801) COUNTRY ASSIGNMENTS (BUSHWACKER #21)

Five of the seven starting players expressed a country preference. Three of them received their first choice. John Galt and Don Samelson received their second choices. (Three people had requested CSA as their first choice). Lee Kendter and Bruce Peat did not express preferences. They received the two Powers which remained available after all preferences were settled. Canada and Italy were the second choices for two people who were awarded their first choices.

CANADA: Bruce Peat, 436 Ridge Rd., #11, Greenbelt, Md. 20770

C.S.A.: Dan Palter, Box D, Honesdale, Pa. 18431

ENGLAND: Don Samelson, 3820 Macalester Dr., N.E., Minneapolis, MN. 55421

FRANCE: John Galt, 701 Welch Rd., #1119, Palo Alto, CA. 94304

GERMANY: George Kilmer, 718 N. California, Hastings, Nebr. 68901

ITALY: Lee Kendter, Jr., 264 Spruce St., Bensalem, Pa. 19020
Ronald J. Brown, 44 Carmichael Ct., Kewaskum, WI. 53042, CANADA K2K 1K2

U.S.A.: ~~Benjamin Greaves, P.O. Box 437, Georgetown, CT. 06829~~

#1 Standby: Steve Smith, 1440 Sutter Dr., Hanover Park, Ill. 60103 (C/A)

We have four East Coast, two Midwestern, and one West Coast participants among our starting players, plus a Midwestern standby. The two Pa. players live far apart. Honesdale is in the far N.E. corner of Pa., while Bensalem, I think, is in the Philadelphia metro area.

Robert Cheek and Mark Gorski have expressed interest in being Standbys here. If each of them will send me \$3.00, I'll officially enter them, and send them copies of the maps and rules. More Standbys are welcome, at the usual rates.

As I want to keep Atlantica out of sync with the Conquest game, I am going to give you two months to the next deadline. So, instead of September 21st, your first deadline, for April 1870, will be October 26th. If anyone has any problems relating to this game, please contact me immediately.

* * * * *

I had planned to include several other items in this Special 200th Issue. However, it seems that my report on ManorCon/World DipCon just got too big, all by itself. I had a baseball article, and a reprint of a Diplomacy variant called "1938-III" (qh09/09) for you. The latter may be of interest to those of you who are looking for games with more than seven players. I'll try to print it next month.

One reprint I'm still including is PUSHVACKER, an April Fool bit I included in BUSH way back in 1973. I thought this was funny enough to warrant reprinting, although some of the humor may be showing its age. For the benefit of those of you under 30, the following explanations are in order:

"IDA" was the Internatl. Diplomacy Assn. Senator Claghorn was a Southern character on the old Fred Allen show, "Allen's Alley." "A really big shew," was Ed Sullivan's famous line on his Sunday night variety show. And if you don't know what a Piccadilly Commando was, just stand outside the Regent Palace Hotel holding a 10-Pound note in your hand. And remember, "many a truth is spoken in jest."

Pushvacker

A Newsletter of Total Insanity, published from the padded cell of
Fred C. Davis, Jr., Spring Grove State Hospital, Catonsville, Md. 21228.

VOL. XIX, No. 7½

April 1, 1973

Game Fee - 10 Rubles, 26 Pesos, or 3600 Piasters. No subscriptions, but we will trade with anyone who will send a newsletter to us. It gets lonely down here in this dungeon.

This publisher is a member of IDA, SSA, UWF, ERA, NRHS, ZPG, MENSA, Allstate Auto Club, Playboy Club, and Merrill Lynch, Pierce, Fenner and Smith.

This issue is dedicated to that great literary character, The March Hare.

* * * * *

GAMES REPORTS

Only one game to report this issue. Players in 1984-YZ are requested to submit new orders, as the crocodile ate the old mailman before he could get the mailbag off of his shoulder. Also, we are rescheduling the Spring, 1903 orders in 1982-Q because of a minor GM adjudication error which resulted in permitting 3 armies to simultaneously move to Berlin and putting Who on First. Therefore, all we have left to report is:

1865-JZ

FALL 1932

England (Sleepy): A London-North Sea, F Scapa Flow-Bournemouth, Commandos Picadilly to Police Station.
Germany (Grumpy): A Sauerkraut-Weinerschmitzel, A Swabia (S) Student Prince-Heidelberg, F Bodensee-Switzerland.
Mordor (Happy): A Barad-dur takes I.R.T. to 125th St., A South Gondor via hyper-space to Orkney, Nazgul flies friendly skies of United.
Gondor (Sneezy): A Minas Tirith-South Ithilien. F Bay of Belfalas-Jutland.
C.S.A. (Bashful): A Minas Tirith-South Ithilien. F Bay of Belfalas-Jutland.
Ulster (Doc): A Lamedon puts on the Ring and its shoes.
A Tara-Five Oaks. A Stone Mountain puts on its bedsheets.
Senator Claghorn to Filibuster.
A Belfast prays. A Donegal-Omagh. (Displaced, this army falls back on its London-derriere). F Galway Bay watches the Sun go down.
Iroquois (Humperdinck): A Belfast prays. A Donegal-Omagh. (Displaced, this army falls back on its London-derriere). F Galway Bay watches the Sun go down.
War Party Mohican-Portsmouth. War Party Boston dumps tea.
Star Trek (Channel 2): WP Washington-Miami (Displaced by Dolphins).
U.S.S. Enterprise Neptune-Pluto. Allan Calhaver LaGrange Park-San Diego. NBC 7:30 to CBS 9:30. (Cancelled).

DEADLINE for next move is February 29, 1974.

Press Releases: POLAND: Hey, how come you ignored the Greatest Power of them all in this game? If we can find our guns, Poland will declare war on Bushwacker, if we can find our ammunition.

JUNIOR: "What was a 'Picadilly Commando,' Daddy?" "Well, son (gulp), they were young ladies who entertained the troops." "Like U.S.O. girls, Daddy?" "(choke)" "Well, sort of."

GAMES REVIEWS

And now, from those wonderful folks who gave you "Up Against the Meatgrinder," we bring you a thrilling new game:

LEE HARVEY OSWALD

This exciting family game for 4 players gives your four tokens, called Abraham Lincoln, John Wilkes Booth, John F. Kennedy, and Lee Harvey Oswald. The board consists of a track of squares bearing such designations as White House, Ford's Theatre, Capitol Hill, and Texas School Book Depository. Relive history as the Presidential tokens move around the United States and the assassins try to follow them. Playing equipment includes dice, chance cards, pistols and rifles. Window shades available in the de luxe edition. We found the game odds somewhat stacked against the Presidential players, since in order to win they have to end a war, and we all know how difficult that is. We were charmed at the original idea of incorporating a Federal Judge token into the game, who follows the other tokens around carrying an open Bible. Optional rules permit you to add additional tokens to represent other players and Watergate bugs. A delightful way to teach children American history and how their government operates. We approved of one realistic feature in which the token "FBI Investigator" is stopped dead by drawing the chance card "Texas Oil Millionaire." Cost: \$8.00, 2 stars, and 4 hearts. Add \$2.00 for de luxe edition which includes forged passports. Produced by Modern Civics, Inc., 4-U Heartbreak Rd., Complete, Miss.

BIGOTRY

Are your children being denied the right to hate other people? Here is an educational game which teaches them to hate "folks whose skin is a different shade, or folks whose eyes are oddly made." Designed for children of all ages from 7 to 77, and for people of any race, creed, or nationality, this game comes with tokens in all colors and modules, permitting the construction of any combination of hyphenated people you desire. Buy and sell houses, just like in Monopoly, only you decide who can buy. Fascinating equipment includes miniature Molotov cocktails which permit you to burn down your own houses (Boy, will that hurt the other players!). Real Estate Agent's instruction book included. Game seems to be stacked in favor of the Real Estate Agent player, who always wound up retiring to Florida with all the money in every game we played. (This may encourage your children to enter that occupation instead of something useless like psychology or sociology). One intriguing idea is the incorporation of a spinner, called the "Bunker," which enables you to add new hate groups to your score. One warning: You have to start your kids playing this game "before they are six, or seven, or eight." Cost: 2 ulcers, one psychosis. Produced by: Archie Productions, 2800 Queens Blvd., I'm, OK.

And, finally, a game granting you 100% realistic simulation:

CENTRAL PARK

This game consists of just two players, called "Mugger" and "Muggee." The board consists of Central Park, New York City, any evening after sunset. (We thought Avalon Hill made some big boards, but this is a really big shew!) "Muggee" moves first. After that, it's a simo-move game, with many thrilling possibilities. After playtesting, we found that people were just dying to participate. Cost: Free, except Blue Cross Hospital Insurance is required. For further details, write to: Mayor John F. Lindsay, Fun City, U.S.A.

CHARACTER DIP - 1987AF rm49FALL 1904SPRING 1904 Revisited

There were two errors in the Spring report. For GERMANY, the 2F Berlin was converting to become 3A. This replaces "2F Berlin (S) 1A Munich."
 For TURKEY: The 2A was in Sev, not Armenia. "2A Sev (H)" replaces "2A Armenia (H)."

CHANGE OF ADDRESS for Jeff Suchard (AUSTRIA): Effective August 29, 1988, Jeff's new address will be: 2601 Waring St., Berkeley, CA. 94720.

ENGLAND AND AUSTRIA MAKE GREAT GAINS AT THE EXPENSE OF EVERYONE ELSE. NEW GERMAN KAISER HAS SHORT REIGN. FRANCE & ITALY TRADE CENTERS. RUSS SIDE WITH AUSTRIANS.

ENGLAND (Baty): 1F North Sea-Denmark. 2F Norway-St. Pete. 4F Holland-Berlin, (8) per play of Card #5. 3F Kiel (S) 4F Holland-Berlin (this is legal). 2A Belgium-Burgundy-Munich, per play of Card #4. 1A Ruhr (S) 2A Burgundy-Munich. 3A Wales-Picardy. 5F Eng Ch (C) 3A Wales-Pic.

FRANCE (Acheson): 1A North Africa-Spain, per play of Card #7. 2A Heaven-Brest. (6) (5 units) 3A Gascony (S) 1A N.Africa-Spain. 2F Naples (H). 3F Tyrr Sea-Tunis (halted by Italian move 2F GoL, which jumps 3F Tyrr Sea in its move GoL-Rome).

GERMANY (Hess): 3A Berlin (S) 1A Munich /d/. 1A Munich (S) 3A Berlin /d/. Both (2) units have Retreats open, but Germany is out of SC's.

ITALY (B. Wilson): 1A Paris (H). 1F Aegean-Greece. 2F Golyon jumps French F Tyrr (3) to move to Rome, per Card #5.

AUSTRIA (Suchard): 3A Trieste-Venice. 1F Ionian-Greece. 4A Warsaw-Moscow-Sev (per (7) play of Card #4. 6A Rumania (S) 4A Moscow-Sev. 5A Galicia-Warsaw. 2A remains invisible. 1A Bulgaria (H).

RUSSIA (Bargender): 1F GofBothnia-St. Pete(sc). 1A Heaven-Armenia. 2F Con (H) (at (4) Double strength). 3A Ukraine (S) AUSTRIAN 4A Warsaw-Moscow.

TURKEY (Cheek): 2F Smyrna-Con. 1F Ankara (S) 2F Smyrna-Con. (Russ unit is (3) double-strength). A Sev (H) /d/, (Annihilated)

GM'S NOTE: Players are reminded that each unit has to be numbered. If you do not number your units, I may just declare that they will Hold, for lack of valid orders. I don't want to have to spend my time looking up your units' designations. Thanks.

SUPPLY CENTER COUNT, CHARACTER DIP, WINTER 1904: GAINS, ~~LOSSES~~

| | | |
|----------|---|---------------------------------|
| ENGLAND: | 3 Home, Belgium, Hol, Kiel, Norway, St. Pete, | 11 (+3), Build 3 |
| | BERLIN, DENMARK, MUNICH | |
| FRANCE: | Naples, Portugal, Tunis, BREST, SPAIN, | 5 (-1), no change (was 1 short) |
| | PARIS, ROME, VENICE | |
| GERMANY: | BERLIN, MUNICH | 0 (-2), OUT |
| ITALY: | ROME, PARIS, BREST , CON, SPAIN | 2 (-1), Remove 1 |
| AUSTRIA: | 3 Home, Bulg, Greece, Rumania, Serbia, | 10 (+3), Build 3 |
| | SEV, VENICE, WARSAW | |
| RUSSIA: | Moscow, Sweden, CON, WARSAW | 3 (-1), Remove 1 |
| TURKEY: | Ankara, Smyrna, SEV | 2 (-1), No change (1 annih.) |

Marseilles is now passable and unowned. It becomes a SC again in Fall 1905.

PRESS:

TURKEY: Luckily, I never feel at any one time more than half my pains.

(more)

GERMANY to England: Do you HAVE to go through Germany?

ITALY to Austria: Something other than, "Gee, I don't know how to help - good luck." would be appreciated. Let's go, England!

ENGLAND to Germany: Welcome to The Game. Sorry about your short role as Kaiser.

ENGLAND to Russia: Welcome to The Game. It doesn't seem you are going to last very long, either, so I decided to help myself. Sorry.

ENGLAND to Italy: You sure are giving France a run for his money. What next?

ENGLAND to France: Now you have the slow job of taking France back.

ENGLAND to Austria: Has your invisible unit gotten to ((Censored)) yet? ((Let's keep the other guys guessing, O.K.? - FGD))

DEADLINE for WINTER 1904 Adjustments will be WEDNESDAY, September 21, 1988. Phone deadline will be 9:00 p.m. Eastern Time on Tuesday, Sept. 20th. This game is a classical example of how missed moves can rapidly ruin a country, especially when standby players don't get the chance to do much diplomacy.

* * * * *

CONQUEST OF THE NEW WORLD III - 1988AQ wc03 (Bush #20)

VOTING

Note that we now have a Miller No. for this game.

Only three people voted on the issue of allowing all Powers to build units in either Ocean beginning in 1595. There was one vote in favor, and two opposed. If you liked this idea but didn't vote, it's too late now. One player made the suggestion that perhaps this building ability should begin around 1625, when the game is more advanced.

From an historical viewpoint, of course, even the Russians wouldn't have had the ability to come in from the Pacific side until around 1725. The Spanish, however, sailed one ship annually from Manila to Panama, beginning around 1580 or earlier. Tell you what we'll do. Let's bring the issue up again around the 1605 turn, and see if we can agree at that time to allow all-ocean builds starting in 1625. O.K.?

The first move DEADLINE, Spring 1590, will be WEDNESDAY, September 21, 1988. The Phone deadline is Tuesday, Sept. 20th, at 9:00 p.m. Eastern Time. We'll still welcome more Standbys to this game.

* * * * *

VACATION DIP III - 1985R rm39

FALL 1914

GERMANY GETS TRIPLE WHAMMY AS ENGLAND TIES HIM FOR SECOND PLACE. TURKS REGAIN ETERNAL CITY AND WESTERN MED. NEW AUSTRIAN ARMY ADVANCES ON HOMELAND.

As you can see, the four Draw and Concession votes all failed. Two of them were a violation of my House Rules (Props. #1 and #2), but I put them on the ballot anyway. Only Prop. #3, for a 7-way Draw, received any significant modicum of support. Since a couple of parties have remarked that the "illegal" propositions should not have been printed, I have decided not to print any more such proposals. Concessions cannot be made to a small Power.

It may be that this game will have to continue until someone wins a Rulebook Victory. There are now 40 SC's (35 originals, 4 Vacation spots and 1 ordinary space), so the VC is now 21 Centers.

VACATION DIP III (Cont.)

AUSTRIA (Rages): VA Gotland-Prussia. VF Portugal (H). VF Western Med. (H).
(1)(3 units)

ENGLAND (Chang): F NAfrica-Tunis. F MAO-NAfrica. F America (S) F MAO-NAfrica.
(8)(9 units) A Norway (H). F Eng Channell (H). F Spain (S) AUSTRIAN VF Western Med. A Marseille-Piedmont. VF Calabria-Tyrr Sea (Removed by play of Card #85 by Russia). (Does not cut (S) of Turkish F Tyrr Sea). F Gollyon (S) VF Calabria-Tyrr. Plays Card #83 to build Free F in Sicily. Said F cannot move in Fall '14.

GERMANY (Young): A Prussia-Livonia. F Baltic (C) AUSTRIAN VA Gotland-Prussia.
(13)(12 units) F Barents-Norwegian Sea. A Burgundy-Marseille. A Bohemia and A Munich (S) ITALIAN A Piedmont-Tyrol (NSO). A Warsaw-Galicia. A Ukraine (S) A War-Galicia. A Moscow (S) A Ukraine. A Siberia-Prussia (IMP). A Albania surrenders /d/, Annihilated. A Silesia (S) A War-Galicia.

FRANCE (B.Wilson): Plays Card #10 to order ITALIAN A Piedmont (S) GERMAN A Boh-Tyrol.
(0)(0 units) (NSO).

ITALY (D.Wilson): Per Card #78, builds Italian VF Iceland. A Piedmont (S) F Tuscany.
(2)(3 units) F Tuscany (S) A Piedmont.

RUSSIA (Cheek): VF Sardinia (S) TURKISH F Tunis-Western Med. Plays Card #85 to
(0)(1 unit) eliminate ENGLISH VF Calabria.

TURKEY (Kenny): (As you know, Turkey got her F Western Med back, and moved it to
(15)(15 units) Tyrr Sea, while F Sicily moved to Ionian, in Spring 1914).
F Tunis-Western Med. F Ionian-Tunis. F Tyrr (S) F Ionian-Tunis. F Rome (S) F Tyrr. A Venice (S) F Tyrol. A Tyrol (S) ITALIAN A Piedmont. A Trieste-Albania. A Serbia & F Greece (S) A Trieste-Albania. A Bulgaria-Rumania. F Black Sea & A Sev (S) A Bulgaria-Rumania. A Galicia-Vienna. A Bud (S) A Galicia-Vienna. A Armenia (S) A Sev.

Cards #10, 49, 78, 79, 83 & 85 were played in 1914.

SUPPLY CENTER CHART, VACATION DIP III, WINTER 1914: GAINS, LOSSES

| | | | |
|----------|---|---------|---|
| AUSTRIA: | Portugal | 1 (--) | Build 1 (No room) |
| ENGLAND: | Ion, Ipl, America, Brest, Ireland, Mars., Spain, Sweden, NORWAY, SICILY | 10 (+2) | Build 2 (Will have 11 units w/ free F Sicily) |
| FRANCE: | (None) | 0 (--) | No change |
| GERMANY: | 3 Home, Bel, Den, Edi, Hol, Mos, St. Pete, War, ICELAND, NORWAY, SERBIA | 10 (-3) | Remove 1 (2 annihil.) |
| ITALY: | Piedmont, Paris, ICELAND | 3 (+1) | Build 1 (No room) |
| RUSSIA: | (None) | 0 (—) | No change |
| TURKEY: | 3 Home, Bul, Crete, Greece, Bud, Naples, Ruman, Sev, Trieste, Tunis, Venice, Vienna, ROME, SERBIA, SICILY | 16 (+1) | Build 1 |

PRESS:

TURKEY to BUSHWACKER: So, how long did the longest game in BUSH history run?
((This is now the longest game ever. The second-longest was my first Abstraction game, 1972J, which lasted twelve game years. - FCD))

TURKEY to Russia: Nothing unites like a common enemy.

TURKEY to England: I hope you weren't heartless on poor Italy this turn.

REYKJAVIK, ICELAND: The Italian government announced today the launch of Godfather, a new super-battlecruiser. Announcement of a Turkish-Italian treaty was rumored to be the reason for the launch so deep behind English home territories.

RUSSIA: Start off every day with a smile and get it over with!

TURKEY to World: Beware the London-Berlin Axis!

TURKEY to France: Maybe 1918?

ANKARA to Berlin: Thanks for the compliment, but I have been lucky where you have been much more machinationable. You've out-moved, out-allied and out-carded me from the time you entered the game! You've also controlled the direction of the game. All I've done is merely respond. You're still in the driver's seat.

Your next Event Card is: ____.

DEADLINE for WINTER 1914 Adjustments is WEDNESDAY, September 21, 1988. Phone deadline will be Tuesday, Sept. 20th, at 9:00 p.m. Eastern Time. We will not be home from August 24th to the 31st, inclusive.

* * * * *

DIPCON BULLETIN. I've just learned that the top three finishers in the 1988 DipCon Tournament were: First - Dan Sellers, Second - Alan Stewart, Third - Marc Peters. Hopefully, we'll get more details in time for next issue.

Thus ends the largest issue of BUSHWACKER ever produced.

BUSHWACKER Mailing Code: (P) = Player or Standby. (T) = Trade or Mutual Sub. (C) = Complimentary copy. (SUB) = Subscription copy. (S) = Sample copy.

#

BUSHWACKER
c/o Fred C. Davis, Jr.
3210-K Wheaton Way
Ellicott City, Md. 21043
U.S.A.

FIRST CLASS MAIL

AUGUST 1988

DEUTSCHLAND'S DREADNAUGHTS - Fred C. Davis, Jr.

Being a history of Germany's capital ships in World War II. To commemorate the 200th issue of BUSHWACKER, I'm reprinting this college term paper. It was written in 1949, based on the information then available. Considerable additional material has been declassified and published over the ensuing years, especially on the Bismarck. I have included some of this newer information in double parentheses as I retyped the paper. Some of the double parentheses simply show additional comments I felt like making. I've also added an Addenda to cover some topics not fully covered in the original text. There are also some footnotes and a Bibliography at the end.

* * *

Part I - Dramatis Personae

"Germany is a nation of the land, a continental nation dominated by the military."¹ The navy's role is to act as mobile artillery, protecting the homeland's sea flank from attack. It is thus an auxiliary to the army. In the Second World War, the Germans also believed that air power had made conventional sea power obsolete. Therefore, they concentrated their naval construction on producing submarines and surface raiders.

The concept of German sea power in the 1930's was one which evaded the British fleet to destroy British commerce -- a long range raiding sea power operating principally in the Atlantic commerce lanes. Aircraft were to be used for the principal attacks on the Royal Navy. The war was to be a war between sea power and air power. It was to be "airplane vs. battleship." (What Germany never learned and the Allies did was that airplanes plus battleships were the key to control of the sea; not the airplane or battleship alone). ((In both World Wars, Germany expected the United States to remain neutral; hence most of their naval planning was aimed at a conflict with Britain.))

Germany's modern enemies had always been able to outbuild her in naval construction. Therefore, she could not rely upon superior concentrations of ships and guns to win battles. She strived for another ideal, the ideal of the perfect ship, unsinkable, so powerfully armed and armored that she can meet an enemy force and destroy its units one by one. "To the German^{naval} mind, the ultimate ship should be able to stand up and defeat an entire fleet, picking off the foe in succession until she alone remained afloat."² With typical Prussian thoroughness, she attempted to accomplish this by building the Bismarck class BB's.

The first three capital ships laid down by Germany after the Versailles Treaty were the so-called "pocket battleships" Deutschland, Admiral Scheer and Admiral Graf Spee. These ships were started under the Weimar Republic in 1929-31, and completed in 1933-34. As Germany was restricted under the Treaty to ships displacing not more than 10,000 tons, great efforts were made to achieve weight reduction, including extensive use of electrical welding and installation of Diesel engines. The main battery of six 11" guns was mounted in two triple turrets. ((It was later established that this led to less accurate gunnery than if they had been installed in three double turrets.)) They also carried eight 5.9" and six 4.1" guns, 8 torpedo tubes, two airplanes, and made a speed of 26 knots. While this was fast compared to the British and American battleships of the time, this was actually slower than some of the German battle-cruisers of the World War I era. ((The Diesel engines were only a "qualified success")).

They were officially reported as displacing 10,000 tons, but were believed by the Allies to weigh 14,000. ((The definitive book, Dreadnaughts, states they displaced 12,100 tons.)) In discussing these most unusual ships, the 1939 issue of Jane's Fighting Ships states: "Officially rated as 'armoured ships' (Panzerschiffe). Actually they are equivalent to armoured cruisers of an exceptionally powerful type"³. ((So, they could be considered a throwback to a World War I class of ships.))

The first real battleships of what are called the Third Generation were the Scharnhorst and Gneisenau, laid down by the new regime in 1934, and completed in 1938. They carried nine 11" guns mounted in triple turrets, twelve 5.9" guns in the secondary battery, and 14 - 4.1" for A.A. purposes. The 11" guns were obviously for commerce raiding, and not for fighting in a battle line. They were reported to be a new Krupps model of greater efficiency than their W.W. I equivalents. They displaced 31,300 tons, and were listed as making 29 knots. In fact, they were able to make a speed of 32 knots. While the news media always called them battleships, they were actually battle cruisers, as their main armored belt was only 13" thick.

The Bismarck and Tirpitz were laid down in 1936. They were officially reported as displacing 35,000 tons, which was the limit under the Washington Naval Treaty, but their actual size was 41,700 tons. They mounted eight 15" guns in four double turrets, and twelve 5.9's in the secondary battery. They carried 84 antiaircraft guns, a formidable number for the early war years, and four airplanes. "German principle of immense internal strength exploited to the full in these ships." They had a radius of action of 8,000 miles, giving them world-wide capabilities. They were completed in Aug., 1940, & Feb. 1941. Two others of this class, Friedrich der Grosse and Hindenberg, were never completed. There were rumors that Hindenberg was being converted into an aircraft carrier, but apparently no such steps were actually taken.

Germany had plans for even bigger super-battleships. The "H" class BB's were to displace 56,000 tons and carry eight 16" guns. The first two units were laid down in 1939, but construction stopped in 1940 when the end of the war seemed near. One was reportedly named Grosse Deutschland.

The designers did not stop work, however. The H-41 was to be a 76,000 tonner. The H-42 class was to be 1,000 feet long and displace 98,000 tons. H-43 would have been a 120,000 tonner. The ultimate design in battleship construction would have been the H-44. It was to be 1,132 feet long, 169 feet wide, 44-foot draft, displace 141,000 tons, and carry a main battery of eight 19.7" guns! Fortunately for the Allies, all of these later monsters never got beyond the design stage. ((These figures all come out to even numbers in the metric system, of course.))

Part II. The Dreadnaughts in Combat

While Hitler was telling the world how much he loved peace in August 1939, the three "pocket battleships" and numerous long-range submarines were putting to sea. The most famous of these raiders was the Admiral Graf Spee, Hans Langsdorff, Captain, which sailed from Wilhelmshaven at the end of the month and headed for the South Atlantic. In the next three months, she captured or sank eleven Allied merchant ships in that area. In 1939, there were no Allied patrol aircraft, and very few warships, in that part of the world. On December 3, 1939, the S.S. Doric Star was able to get off a radio message that she was being attacked by a pocket battleship off the west coast of Africa, before she was destroyed.

British forces guarding the South Atlantic consisted of the heavy cruisers Cumberland (eight 8" Guns) and Exeter (six 8"), and the twin light cruisers Ajax and Achilles (eight 6" ea.). Cumberland was at the Falkland Islands undergoing repairs. Commodore H. H. Harwood, in the Ajax, was commander-in-chief. He reasoned that Graf Spee, knowing its last victim had radioed for help, would get away from Africa as fast as possible. He believed she might head for the River Plate to attack the very heavy traffic coming in and out of that estuary. On December 12, his ships gathered 150 miles east of the river's mouth, near Buenos Aires and Montevideo. The very next day the Spee was spotted by Exeter.

As the panzerschiffe approached, the British split forces, Exeter going to her port side and the others to starboard. Exeter was able to launch a spotting plane. ((For some reason, Spee was unable to launch one of her planes.)) This maneuver forced the German to split her fire in order to engage both forces with her big guns. At 6:18 a.m. the battleship opened fire, with the British replying almost immediately. Spee's 11" guns outranged those of the cruisers, but the British had the speed advantage. After two salvos, Graf Spee concentrated all her primary armament on Exeter. As she did so the other two cruisers closed in and banged away.

A direct hit knocked out one of Exeter's turrets, and another smashed her bridge, putting her out of control. The captain went to the rear conning tower and resumed the battle. Before she could finish off the heavy cruiser, Spee again had to split her main battery fire, for the plucky British "lights" were making things rather hot. Again, Exeter was hit, and the others thought she was gone, but she appeared out of the smoke, two turrets blown out, fighting on with her last remaining one.

The battle was turning into a chase, with the German making frequent alterations of course and using smoke screens in a desperate attempt to escape, with the Brits still hanging on her heels. She again tried to turn on Exeter but was drawn off by her two companions. Her fire was becoming ragged and inaccurate. ((The triple turrets were unable to lay down good "spreads" of shells with the frequent changes of course and range. If Spee could have fired six shots at a time at any one opponent, the chances of making a hit would have been much higher.)) Ajax fired torpedoes, but the battleship avoided them and retaliated with a direct hit which put one of Ajax's turrets out of action and jammed another.

At 7:40 a.m. Exeter dropped out of the action and proceeded to the Falklands for repair. Ajax moved over to Spee's port side to make her continue to split her fire. The British now withdrew to about 15 miles away and kept their adversary under close observation ((with spotting planes)). Commander Harwood was waiting for nightfall to sneak in for the kill. He radioed Cumberland to come to help. The heavy cruiser had already left the Falklands and was on her way.

All day the chase continued. As the afternoon wore on, Harwood was afraid that Spee might try to slip around a sandbank called "English Bank" and thus head out to sea again, so he took Ajax off to a position south of this bank and waited. The Spee now turned on the lone Achilles and drove her off, but could not shake her. She used smoke screens, which, combined with increasing darkness made her quite difficult to see. But, the Britisher got her silhouetted against the lights of Montevideo and kept her under observation. It was now obvious that Graf Spee was heading for Montevideo. Shortly after midnight, she reached the protection of the neutral Uruguay harbor. The British stayed outside on patrol, not knowing when she would come out again.

By nightfall of the next day, December 14, Cumberland had arrived. The three ships each guarded one of the three deep-water channels by which Spee could come out. Still the Spee stayed put, having received permission to extend her stay beyond the 72-hr. deadline established for belligerents under international law. Finally, on December 17, she steamed out followed by the German merchantman Tacoma. Instead of fighting, she was blown up in the middle of the river. Her remains were visible on a mud flat for several years. The skeleton crew was taken off and returned to Montevideo for internment by her companion. A few days later, her captain, Hans Langdorf, joined his ship in suicide. ((Langdorf was of the old school, and not a Party member. He had pleaded long-distance with Berlin for a more honorable ending, but finally conceded to the order to destroy the ship. He wrapped himself in the flag of the old Imperial Navy before shooting himself, to show his utter contempt for the men in Berlin now running the show.))

At the end of November 1939, Admiral Scheer, accompanied by a second unidentified ship, ran into an Allied convoy guarded by the converted 18,000 ton P. & O. liner Rawalpindi. When ordered to surrender, the Britisher replied with a salvo of 6" shells. The Germans closed in and battered her into a blazing hulk in 40 minutes, but she did not sink until four hours later. This was the first surface engagement of World War II.

The third panzerschiffe, Deutschland, was sent out in August 1939, and enjoyed good hunting on several voyages. This ship was long a thorn in the side of the Royal Navy. On November 5, 1940, she met and attacked a convoy of 38 ships guarded by the 14,000 ton Aberdeen Commonwealth liner Jervis Bay, which had been converted into an auxiliary cruiser, mounting six 6" guns. What followed will go down in naval history as an action comparable only with that of H.M.S. Revenge, in which Sir Richard Grenville took on an entire Spanish fleet of 53 vessels in 1591.

Jervis Bay, hopelessly outgunned by the Deutschland, turned straight toward the enemy to close within range of her six inch guns, and to allow the rest of the convoy to escape under cover of the fast-approaching darkness. She was holed, set afire, her superstructure smashed, her steering gear wrecked, but Captain Fergen, one arm almost shot off, held his course. Hopelessly on fire and rapidly sinking, she went down with guns firing and flags flying. Thirty-four of the 38 ships got away. Deutschland had been foiled. Captain Fergen was posthumously awarded the Victoria Cross.

After 1940, little was heard of the pocket battleships. The disappointment of the performance of their Diesel engines and other pieces of machinery, combined with the fate of the Graf Spee, apparently discouraged their use. ((After 1941, with the coming of radar and air patrols, the day of the surface raider was over anyway, except in the special circumstances of bad weather and dark Arctic nights.)) Hitler renamed the Deutschland the Lützow to avoid the blow to German morale which he said would occur if a ship named for the Fatherland were sunk, and ordered most of the big ships to stay in port after the Bismarck was sunk in June 1941. The Lützow made one more raid in December 1942, and that is the end of her war record.

On April 18, 1945, Lützow was sunk in Swinemunde harbor on the Baltic Sea by six-ton "earthquake" bombs dropped by the Royal Air Force. Admiral Scheer was heavily damaged but still afloat at the end of the war. The wreck was scrapped in 1946.

The Gneisemau and Scharnhorst were sister ships. They made it a practice to run together, and their appearance always meant double trouble to the Royal Navy. ((They would have been even more trouble had their designers been permitted to outfit them with 14" guns instead of the puny eleven-inchers.))

In the Norwegian Campaign of April, 1940, they were sent to the far north to cover German landings at the key port of Narvik. Virtually all of the big ships of the German Navy were in this squadron. It was sighted by British planes on April 7. The Home Fleet left Scapa Flow to intercept, but thanks to bad weather, only the destroyer Glow-worm made contact. She was sunk before she could radio a message.

On the morning of April 9, in a blinding snowstorm, they were sighted by the battle-cruiser Renown, which opened fire with her six 15" guns at 18,000 yards. She scored two hits before the superior speed of the Germans carried them away. Fully one-fourth of the German heavy surface fleet was destroyed in the Norwegian Campaign, but not these two. In June, 1940, during the Allied evacuation of Norway, the two sisters teamed up again to sink the aircraft carrier Glorious, which they caught when all her planes were out.

In January 1941, Scharnhorst and Gneisenau were sent into the Atlantic as raiders, as one of the opening moves in what is called the "Battle of the Atlantic." They had a successful cruise, decimating an entire huge Allied convoy. They returned to Brest in March. The expectation was that they would make future forays from that advanced point out into the Atlantic. Thanks to that one raid, 1941 was the only year of the war in which more merchantmen were lost to surface raiders than to submarines. However, they were heavily bombed by the R.A.F. in Brest, and temporarily immobilized. They were joined by the heavy cruiser Prinz Eugen in May, when the latter escaped from the trap set for the Bismarck.

The Allies were overconfident that the capital ships had been badly damaged by ten months of aerial bombing. So, when all three ships put out to sea on the black and stormy night of February 11, 1942, they were caught by surprise. The ships made a mad dash up the Channel, under the noses of the British fleet, to German ports and safety. ((It was later said that this was the most daring act performed in British waters by an enemy fleet since the Duke of Medina-Sidonia had sailed in with the Spanish Armada.))

The British finally spotted the German squadron around 11:00 a.m. on February 12, when they were approaching the Straits of Dover. They had already passed Calais and entered the North Sea before an attack could be launched. A great number of British MTB's, destroyers and torpedo planes launched attacks, but they were driven off by the escorting E-boats, destroyers and Luftwaffe, and the firepower of the big ships themselves. A squadron of obsolete Swordfish biplanes made a torpedo attack and were wiped out. The Germans had 600 planes in the air acting as an umbrella, plus every surface unit along the coast.

The Royal Navy "mosquito fleet" thought they had made up to seven torpedo hits on the Germans, but in fact the Scharnhorst and Gneisenau struck mines laid along the Dutch coast. Despite the close range of the action, not a single British ship was lost. Following a final aerial and destroyer attack near Rotterdam at 4:08 p.m., the engagement was broken off, since the ships had entered an area where German air strength was too powerful for them to continue.

Scharnhorst limped into Wilhelmshaven on the morning of Feb. 13. She was laid up in Kiel for repairs for eight months, having struck two mines and suffered considerable other damage. She then went to Norway in March 1943. We'll resume her story later.

Gneisenau had struck one mine. She went to Stettin for repairs. ((While there, she was heavily damaged by a bomb, which wrecked her bow. There were plans to replace her main battery with 15" guns and give her a new, more seaworthy bow. Plans went awry as the German fortunes declined.)) She never left Stettin. With all of her main turrets removed, and in pretty bad shape, she was captured by the Russians in 1945. They scrapped her in 1947. ((See Addenda on Prinz Eugen, Pg. 11.))

Part III. Sinking the Bismarck

Following the successful cruise of Scharnhorst and Gneisenau, when 22 ships were sunk, the German Admiralty decided to send the Bismarck into the Atlantic. Many submarines had also been sent out, but the British anti-submarine methods were becoming quite effective, forcing the U-boats to operate nearer the American coast. This was cutting down on their effectiveness, since much time was lost getting to and from their stations. It was felt that a battleship attack would offset this loss. The great ship was commanded by Admiral Gunther Lütjens, the commander-in-chief of the surface fleet. Lütjens had become a fanatical follower of Hitler.

- Bismarck and Prinz Eugen sailed for Norway on "Operation Rheinubung" on 18 May 1941. She was spotted by R.A.F. planes near Bergen. When the two ships disappeared, all British ships in the North Atlantic were alerted. The major fleet units there were:
- a. The cruisers Norfolk and Suffolk, stationed in the Denmark Strait between Iceland and Greenland.
 - b. The battle-cruiser Hood (eight 15" guns, 42,000 tons) and BB Prince of Wales (ten 14", 35,000 tons) were south of Iceland. Hood had been the world's largest warship from 1921 to 1938. Prince was so new she was still carrying civilian workers aboard doing the final fittings on some of her machinery, as this was literally her shake-down cruise.
 - c. The aircraft carrier Victorious and her escorts were south of Greenland.
 - d. Major units of the Home Fleet, under the command of Admiral Sir John Tovey were coming from Scapa Flow to the North Atlantic. Tovey's flagship was the King George V, sister ship of Prince of Wales. She was accompanied by Rodney (nine 16", 34,000 tons, a modern ship built between the wars). This force was later joined by the battle-cruiser Renown (six 15", 32,000 tons), the carrier Ark Royal, and the heavy cruiser Sheffield, coming up from Gibraltar.

Norfolk and Suffolk spotted the Germans at 7:30 p.m., May 23, proceeding southwest at high speed. They followed and shadowed them in very bad weather. ((Crude radar systems were in operation by this date.)) The Germans saw the British but made no attempt to attack, steaming on at high speed, hoping to lose themselves in the broad Atlantic. Their mission was commerce destruction, not fighting British warships. "It was a bold action for a lone battleship to steam into an area certain to be bristling with enemy warships."5.

With carrier based aircraft closing in on him, Bismarck's chances of escape from their detection was very slight, but the Germans did not yet understand this, for they had not yet learned the new three dimensional conception of sea power.

Hood and Prince of Wales pounded on through heavy seas at thirty knots. Their destroyer escorts could not keep up that speed in the bad weather, so the BB's went on alone in a roaring blizzard. Shortly after dawn on May 24, the skies cleared and visibility became perfect. Suddenly, on the northern horizon, was silhouetted a monster battleship followed by a cruiser, steaming in line ahead. "The first impression of everyone who saw the Bismarck was her immense size."6.

Hood was the flagship of Vice-Admiral L. C. Holland. At a range of 13 miles, she opened fire, followed immediately by her companion. The British closed in. Bismarck concentrated her fire on Hood. On her fifth salvo, she scored several hits. A great flame shot up amidships on Hood. She signaled Prince to continue the pre-arranged maneuver. She was in trouble, but no one realized in what serious trouble. Suddenly a shattering explosion seemed to lift the 42,000 ton giant out of the sea, and when the smoke had cleared away Hood was gone! Only 3 sailors who had been stationed in the topmasts survived. ((At the time, it was assumed that the Bismarck's shells had penetrated Hood's magazine, such as had happened to some of her contemporaries at the Battle of Jutland, but the modern conclusion is that they set off her upper deck torpedoes, which were located in a vulnerable spot.)) Prince of Wales had been slightly damaged and withdrew from firing range to carry out temporary repairs.

The loss of Hood stunned the British people because, being the largest ship in the Royal Navy, she was the very symbol of British might. She personified the fact that Britannia ruled the waves. Paul Schubert explains it thusly: "Britain's Hood had been a legendary vessel, a veritable symbol of British naval might. That the Hood was something of a hollow shell, that she had not the strength which her size might imply, that Hood belonged to another naval era -- naval men understood these things, but the public of 1941 was hardly fully aware of them."7.

((If the other three ships in the Hood class had been completed "they would have differed significantly, with revised armour incorporating improved horizontal protection, a modified hull, and funnels set much closer together."8. As it was, while Hood incorporated some lessons learned at Jutland, she was not really a modern ship. She had been scheduled for an extensive overhaul in 1939, similar to the way the Queen Elizabeth class BB's had been updated, but the threat of war had made it impossible to spare her for the two years which would be required for the job.))

The weather worsened again as May 24th wore on, and visibility decreased to one mile. The engagement was resumed briefly at midday with inconclusive results. Both sides were using radar, although it is possible that neither side knew that the other had it. Although not known at the time, Bismarck's speed was reduced by a hit by one of Prince's 14" shells in the engine room.

Just after midnight, Victorious (23,200 tons, 36 aircraft) joined the fleet and launched a torpedo plane attack. One hit was made, but the great battleship continued unperturbed on her course. The appearance of these planes caused Admiral Lutjens to decide to break off his cruise and head for Brest and safety. ((He gave orders to Prinz Eugen to separate and continue commerce raiding on her own. However, once Prinz had escaped from the net, her captain thought better of it, and hastily put into Brest.))

On May 25, visibility was so bad the two forces lost contact with each other. Under direct orders from Prime Minister Churchill, the British made an all-out effort to find and sink the Bismarck to counteract the psychological blow suffered by the loss of the Hood.

At 10:30 a.m., May 26, 33 hours after she had disappeared, Bismarck was sighted again by a Catalina patrol bomber of the RAF Coastal Command, 550 miles west of Land's End, set on a course for Brest. Shortly afterwards, planes from Ark Royal (22,000 tons, 60 aircraft) spotted her alone. Prinz Eugen had apparently disappeared from the face of the earth. The planes were unable to attack on this sortie because of the bad weather.

Admiral Tovey realized that Bismarck must be slowed down by torpedoes before she drew the British within range of the Luftwaffe's land-based planes. A second air attack was made and two torpedo hits struck home, one amidships and one on the starboard quarter. Her rudder and one propeller were smashed, and she was forced to make two complete circles before she was brought back under control.

Four hundred miles off Brest, Lutjens realized that the game was up. Divers had established that the rudder could not be adequately repaired, and her speed was down to about ten knots. He radioed the High Command at 11:42 p.m.: "Ship incapable of maneuvering. Will fight to the last. Long live the Fuehrer!"9. Then he stomped the decks like a madman and told his crew to prepare to "die like good Nazis."

In the pre-dawn hours of May 27, six "Tribal" class destroyers, plus the Polish DD Piorun, made a torpedo attack on the battleship. Two hits were made. Her forecastle was on fire, and she was apparently dead in the water, but still she floated!

At dawn, Bismarck was limping along at eight knots. Ark Royal launched an air attack that was ineffective. The battleships George V and Rodney closed in on her. The battle-cruiser Renown kept discretely out of the way, Tovey probably remembering the fate of the Hood. George V closed with the enemy on her starboard side and began raining 14" shells on her. Rodney was to port, using her nine 16" rifles. It was an uneven fight, but the British were too close to the coast of France to take any chances.

Bismarck was firing her four forward big guns at Rodney, but failed to score a hit. As the range closed and she brought all eight guns into action her accuracy improved. She was still far from a beaten ship. The British zig-zagged, which, combined with rain, heavy seas, and the wild rolling of the ships made it difficult for either side to hit the target. Finally, the back of Bismarck's upper forward turret was torn away by a broadside, and all forward guns knocked out. She went out of control and steered erratically. Her hull and superstructure were being torn to pieces, but still her flag flew and the stern guns fired.

Suddenly the flames on the forecastle rose into one vast flame, which swept over the bridge and control tower roasting alive everyone there. "Her remaining guns were now firing wildly, and the fact that they were firing at all showed the desperate resolve of the German commander to go down firing."¹⁰

The British closed in for the kill. Men could now be seen jumping off the stern. The abandon ship order had been given. She began to list to port, but she was still moving, and still her flags flew. It was cheaper to sink her with torpedoes than shellfire, so the cruiser Dorsetshire fired two "fish" into her, but apparently they caused no effect. So, she steamed around to the other side and delivered another torpedo.* That was the end. At 11 a.m. she rolled over to port, turned turtle, and went down with colors flying. She had absorbed at least seven torpedo hits without blowing up or sinking, proof of the wisdom of her designers in dividing the huge hull into an unusual number of watertight compartments. *Her last one!

((Tovey was subsequently criticized for not using aerial torpedoes to finish the job. However, the weather was very poor, the science of effectively using torpedo bombers was still in its infancy in the Royal Navy - only the Japanese really knew how to do it right in 1941 - and the cruisers were right there on the spot. Also, his capital ships were almost out of fuel, so there was no time to spare.))

Part IV. Götterdämmerung

When Scharnhorst went to Norway in March 1943, she became a constant threat to the Murmansk convoy route to Russia. This was one of the most vital routes in the war, bringing lend-lease aid to Russia, and therefore one of the most heavily attacked. They ran a gauntlet of air and submarine attacks and had to be heavily protected by the British Home Fleet, augmented by a few U.S. heavy ships. It was so hazardous that convoys were halted in 1942 and '43 in the midsummer months, when there was too much daylight. The ships were safer in the icy Winter darkness. This same darkness gave encouragement to the German raiders, however. In September 1943, Scharnhorst and Tirpitz had jointly made a raid on Spitzbergen, which had remained in Norwegian hands.

While the Murmansk convoys were accompanied mainly by destroyers and smaller escort vessels, the British set up a distant cover operation including a battleship, hoping to lure a German BB into a trap. The convoy bait was offered time and time again without success. Shortly before Christmas, 1943, Admiral Sir Bruce Fraser, aboard the Duke of York (King George V class) was patiently patrolling the area between the North Cape of Norway and Bear Island, waiting, waiting, waiting.

On December 24, 1943, Scharnhorst could not resist the bait. She sailed to intercept that week's Murmansk convoy. However, the convoy was sailing further north than the usual route, as part of the trap. At 9:30 a.m. on the 26th, instead of running into the convoy, Scharnhorst was intercepted instead by the cruisers Belfast, Norfolk and Sheffield. In an 11-minute fire fight, Norfolk was badly damaged. Bad weather then caused the two sides to lose contact. The British correctly guessed that the BB would continue heading for the convoy. When Scharnhorst sighted the convoy southeast of

Bear Island shortly after noon, the cruisers and some destroyers were again blocking her way. After a brief clash, the German reversed course and headed back toward Norway. The cruisers continued shadowing her as she unknowingly ran right into the path of the Duke of York and heavy cruiser Jamaica.

Duke made radar contact with Scharnhorst at 4:10 p.m. It was already pitch dark in that latitude. At 4:50 the British illuminated the area with starshells, showing the German only 12,000 yards away. Both sides immediately opened fire. Duke made a hit on Scharnhorst. However, the German was a faster ship and began to pull away. Her escape was prevented by a destroyer attack, which scored a torpedo hit on her. This slowed her up enough for the Duke to catch up, at 7:00 p.m. Then, the commerce raider's eleven inch guns were no match for the Britisher's fourteens.

From 7:00 to 7:32 p.m. the uneven fight continued. Damage to Scharnhorst's engine room caused her to slow down. She was then set afire. The destroyers then further slowed her down with torpedo attacks. Duke of York then ceased fire. The cruisers Belfast and Jamaica attacked in concert to sink her with torpedoes. She was given the coup de grace by a torpedo from Jamaica, and sank 80 miles northeast of North Cape at 9:50 p.m.

((Scharnhorst was superior to the three cruisers which first intercepted her. She could have defeated them in detail and gone on to attack the convoy before Duke arrived. By turning and running to the south, she virtually guaranteed an interception. "In running for safety, Scharnhorst adopted the course that offered the least probability of inflicting damage to the British and offered the greatest risk to herself. ... She was expended uselessly, with no gain to compensate for her loss."11.))

The Tirpitz, Bismarck's sister ship, was completed in February 1941. She spent most of the war in Norway, where she constituted a great and continuing threat to Allied convoys on the "Murmansk run." In 1943, she was anchored in Alten Fiord in the far north. On September 22, Royal Navy volunteers in four midget submarines sneaked into the fiord and planted two mines beneath her keel. The subsequent explosions put her out of action for six months. (This was the first use ever made of midget submarines by the British). On April 3, 1944, just as the Germans were getting her fit for action again, she was attacked by carrier-based planes from Victorious and Furious and severely damaged. ((While scoring 15 hits, the bombs could not penetrate the eight inches of solid steel making up her armored deck.))

In July and August, 1944, she was attacked three more times by carrier based planes, making it impossible for her to attack Russian bound convoys. The Germans then moved her to Tromso, north of Narvik, where she could be used as a floating A.A. battery. Finally, on November 12, 1944, she was capsized and sunk at her berth by RAF Lancaster bombers carrying six ton "earthquake" bombs. She had never fired a gun at an allied ship.((The hulk was not completely recovered for scrap until 1957.))

Thus, after five years of war, Deutschland's last dreadnaught was destroyed. Once again, as in World War I, her surface navy had proved to be of nuisance value only. German designers could design the stoutest ships afloat, German technicians could put the finest scientific devices into them (such as superior optical range finders in both wars), and German workers could build them with a skill equal to that of any other nation. But, in the showdown it was the German sailor and his officer that counted, and they did not meet the ultimate tests of seamanship.

The mighty Graf Spee ran away from three cruisers; the Scharnhorst and Gneisenau's bravest deed was to destroy a helpless aircraft carrier; Scharnhorst was held at bay in the Arctic by three cruisers. And so it went, on down the line. Only the Bismarck put up a real fight, and that apparently only because she was commanded by a lunatic. This is in marked contrast to the derring-do of the submarine fleet, where, to cite only one example, Gunther Prien had nerve enough to sneak into Scapa Flow to sink the battleship Royal Oak on October 14, 1939.

While the British found that you can't win battles on courage alone, the Germans learned that you don't win them with scientific weapons alone, either.

30.

((Addenda. A great deal of the material available when this paper was initially written was printed in the heat of the war, or in the immediate postwar era. More dispassionate material began to become available around 1955. The earlier material also omits all reference to radar, and we are led to suppose that it was sharp-eyed sailors who did all of the spotting. I have tried to update and correct some of the events as I retyped the article, but I could not re-review everything unless I were to write an entirely new paper. See the Bibliography which follows, to distinguish between my original sources, and the ones I used to update the story.

One point which deserves mention concerns the construction of the Bismarck. Over the years, a myth has grown up to the effect that Bismarck was the most perfect warship ever built. This is not so. (If there ever was a "perfect" ship built in the era of the ^{dreadnaught} surface warship, 1906-1945, it was probably the members of the Iowa class built by the U.S. in 1943-44).

Both Allied and German reports now state that several errors were made in the construction of the Bismarcks. The Encyclopedia of Warships puts it thusly: "Lack of research into protection systems meant that whereas her foreign contemporaries mounted their main armour deck at or near the top of the armour belt, protecting the communications systems, Bismarck's was near the bottom. Her communications systems were left virtually unprotected, which contributed to her speedy and final destruction. The same lack of protection to the rudders that insured Bismarck's inability to escape had shown itself in German ships at Jutland, 25 years previously.

"Lack of research also meant that German armour was not up to British or American standards. Her armoured conning tower, theoretically protected against battleship shells, was knocked out by an 8" shell early in the final action. Like most German World War II heavy units, she was a poor seaboard for her size."

A German book, for which I do not have the name (I only saw it at a friend's house), written by a survivor of the Bismarck's crew, states that the first British shells to hit knocked out most of the central fire control and telephone lines on the ship, forcing each turret to fire on its own, using the backup optical range finders.))

* * *

((It also became obvious in the postwar literature that much of the fault in the mis-use of the German surface navy could be laid directly on Hitler, who had only a vague infantile notion of the uses of seapower. He was also obsessed with not losing any capital ships, and ordered his captains not to engage in any actions where these ships might be in danger of destruction. Thus, he ignored the raison d'etre of any powerful force, to go "in harm's way" if such action could severely

injure the enemy. Hitler was also strongly influenced by his sidekick, Hermann Goering, who kept boasting that the Luftwaffe would win the war, and that heavy surface units were no longer necessary.

In fact, at one point after the near-disaster of the raid by U-30 and heavy cruiser Hipper in December 1942, Hitler ordered the scrapping of all the heavy units, and the reassignment of their crews to the U-boats. Admiral Raeder, Commander-in-Chief of the fleet, was able to save them by "preparing a kind of child's guide to seapower, pointing out the importance of German heavy ships in tying down the British navy."¹² But only at the expense of his own career. Raeder was forced to resign on January 30, 1943, to be succeeded by Admiral Dönitz, the U-boat commander. Dönitz, an ardent Nazi, at first agreed with Hitler, and virtually put the big ships on reserve, but he eventually saw that Raeder was right, and cancelled the scrapping orders. However, for virtually one year none of the heavy ships saw any offensive action, thanks to the military "genius" of Der Führer.))

* * *

((Prinz Eugen was the world's largest heavy (8" gun) cruiser at the time of her completion in August 1940. Initially reported as displacing 10,000 tons -- the limit under the existing naval treaty -- she weighed in at around 16,000 tons, about 2,000 tons heavier than her nominal sister ships Hipper and Blücher, which were completed earlier in a slightly different configuration.

Following the Channel Dash in the company of Scharnhorst and Gneisenau, in which she escaped any serious damage, she had her stern so badly damaged by a British torpedo a few days later, off the Norwegian coast, that she had to have an entirely new stern built for her in Kiel. She spent the last two years of the war in the Baltic, and survived the war. She was surrendered intact to the Allies in Copenhagen on May 9, 1945. She went to Bikini in 1946 to be used in the atom bomb tests. A personal friend who was stationed with the fleet at Bikini said that she was "the most ominous looking ship I had ever seen."))

#

BIBLIOGRAPHY

Part I - Material used for Original Term Paper

BOOKS

King, Cecil, Rule Britannia, London, Studio Publications, 1941

Rogers, Stanley, Enemy in Sight, New York, Thomas Y. Crowell Co., 1943

Schubert, Paul, Sea Power in Conflict, New York, Coward-McCann, 1942

MAGAZINE ARTICLES

"Nazi Secrets," Seapower, VII, No. 4 (Spring 1947), Pg. 15

"Sinking of the Scharnhorst," New Yorker, XIX, No. 47 (Jan. 8, 1944), Pg. 23

(more)

REFERENCE BOOKS

"Germany," Jane's Fighting Ships, 1939 & 1941. London, Sampson, Low, Marston Co., 1939 & 1941. Pp. 223 (1939) & 205 (1941)

"Navies of the World" (Also "Calendar of Events"), Britannica Book of the Year, 1940 & 1946. Chicago, Encyclopaedia Britannica. Pg. 15 (1940) & 5, 514 (1946)

"World War II," Ten Eventful Years, Chicago, Encyclopaedia Britannica, 1947, Pp. 754-55

Part II - Material Used to Update Article in 1988

BOOKS

Lyon, Hugh, Encyclopedia of the World's Warships, London, Salamander Books, 1978.
This edition published by Crescent Books, New York, 1978. ISBN 0-517-22478-X

Nimitz, Chester and Potter, E.B., The Great Sea War, New York, Bramhall House, 1960

PARTIAL PHOTOCOPY (of Book)

Hough, Richard, Dreadnought, New York, MacMillen Co., 1964. (Contains reprints of ships' plans from various editions of Jane's. I photocopied all of the plans, plus some pertinent comments, for my own files.)

* * *

FOOTNOTES

Only the direct quote footnotes have been retained. Since this is no longer a term paper being submitted for grading, I've deleted the others.

1. Paul Schubert, Sea Power in Conflict, Pg. 79.
2. Ibid. Pg. 85
3. Jane's Fighting Ships, 1939 Ed., Pg. 223
4. Dreadnought, Pg. 251
5. Stanley Rogers, Enemy in Sight, Pg. 24
6. Ibid, Pg. 25
7. Paul Schubert, op. cit., Pg. 202
8. Encyclopedia of the World's Warships, Pg. 41
9. Stanley Rogers, op. cit., Pg. 31
10. Ibid, Pg. 34
11. Chester Nimitz, The Great Sea War, Pg. 37
12. Ibid., Pg. 35

- Reprinted as a Supplement to the 200th consecutive issue of Fred Davis' Postal Diplomacy zine, August 1988.