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Commemorating IFW's

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Roman War Galley (with "Raven")
ca. 250 B.C.

FEATURING: a brief history of

the surface warship by C. E. Mueller



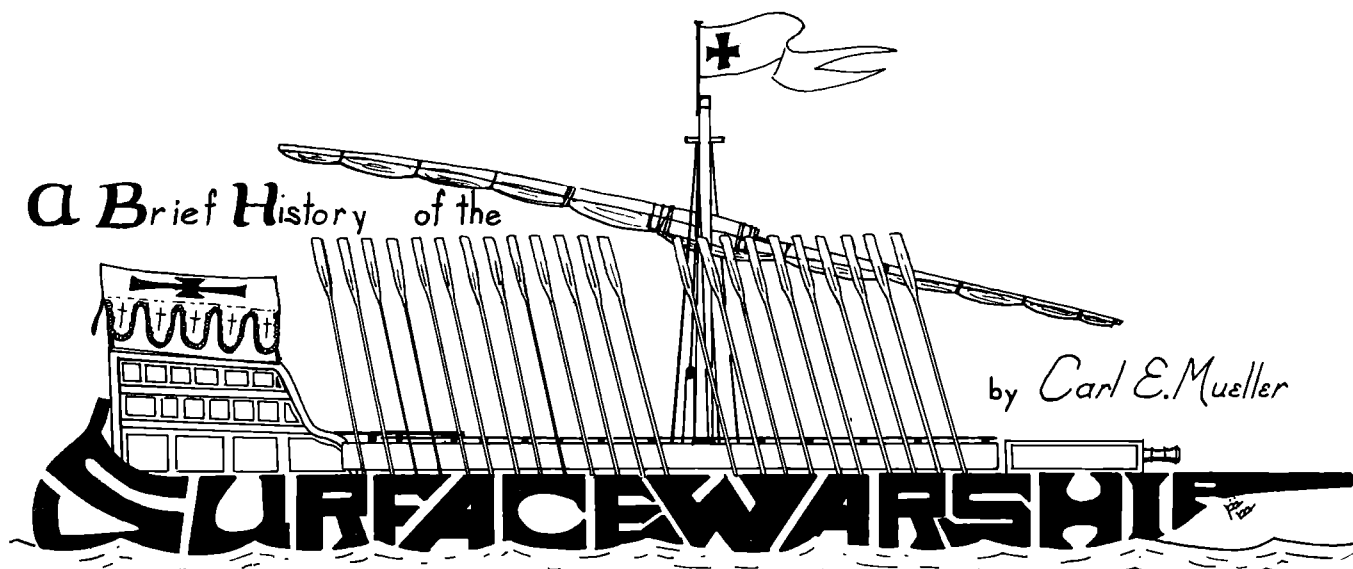
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.. Man'of'War has one duty -- to convey a known weight of guns and Men to a known place. "
 "A Ship that cannot work and fire her guns when wanted may have every other good point and be worthless for want of that."

Cmdr. R. W. MEADE

Amid the cold mists and steel waters that are the North Sea a memory lurks. It hangs pungent and tantalizing in the chill air and the wind that pours from the ice-cap mouths with fitful, inhuman voice the names of the great captains and mighty ships that made war in the shock of its blast. From these seas the long-ships went a'viking to ravage far afield the land of Briton and Frank; here the many roomed craft collided, bows twanged and hard blade echoed on blade as Norway's crown broke from Olaf Trygvissón's hands. Here the Spanish and Dutch found wreckage and defeat as they assailed the oaken walls that guarded a tiny island realm and here in 1916 the greatest navies of that day faced each other with indecisive furor.

For a moment let the last picture develop in your mind. Try to see, if only for a brief instant, the sleek dreadnoughts and battle-crusiers, the stubby older battleships, the gun-bristled heavy crusiers, the slim light crusiers and swift destroyers. Shapes of intricate massed iron-grey metal above the iron-grey waves. These were the surface warships in the instant of their greatest glory, the crown jewels of naval conflict; but from where did they come? Such steel blossoms as these did not spring unbidden from a vacuum. Rather they were the result of a long, interwoven chain of history stretching back into forgotten time and far flung lands. For the next few articles we shall endeavor to trace, albeit briefly, this lineage, the forces that shaped the surface warship, the weaponry that armed it and the tactics which employed it.

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 PART I

The Shape of the Ship.

"If a bottle can float -- a jar can

float; and if a jar can float then I can sit on it. If it's a very large jar!"

-- Edward Bear

The evolution of naval warfare springs from the quest to reconcile and meet the twin-born demands of strategic and tactical mobility. A ship which cannot fight is a useless abortion. A ship which cannot get to the fight is an 'idiot's tale'. To discover, then, the pattern of naval development, these two principles must be kept in mind as we seek first to discover what forces govern them and how.

The first, and major force, is the water itself. Life, which began in the sea, left it in some early time because of the strictures it placed on form and behavior. When man, that invader of all habitats, reinvaded the oceans to trade and then to war, he found many of the same limiting factors awaiting him that his amphibian ancestors had escaped.

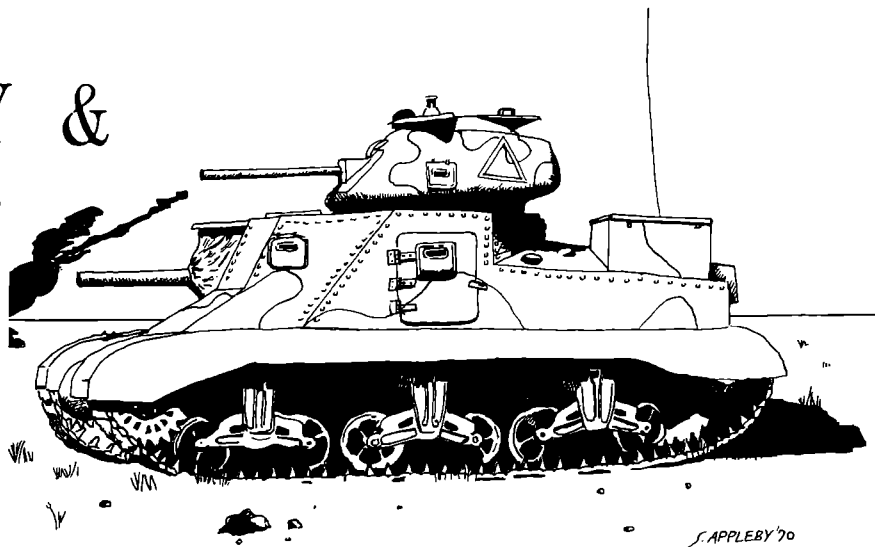
The medium did not allow for passage as easily or mechanically cheaply as air and offered no firm support on which to roll a wheel *1*. Further, it was possessed of a deplorable habit of allowing objects to sink beneath its surface (usually into irrecoverable places). Hence, it is these problems, of resistance and support, that must first be over-come.

Man's first essays into boat building were probably in the nature of pontoons -- floating logs, reed bundles, and air filled skins. These things floated (like all things that float) simply because they displaced an amount of water whose weight was greater than their own. Eventually, in order to carry cargo more easily, these floating objects were hollowed out (this incidentally increased the stability by locating the center of mass more amidships). At the same time these vessels began to have their prows sharpened and their shapes made more fusiform to allow for easier movement through the liquid element. The result was the dugout canoe, the reed boat, and the hide or bull boat -- low cost economy models. Yet immediate upon these basic forms were the same demands that would govern all

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the STRATEGY & TACTICS of Armor Miniatures part 2

by Lenard Lakofka



PART II

The tactics of Armor Miniatures -- a sketch

In part one of this article I discussed the layout and creation of battle plans for armored miniatures. The points I want to emphasize from that article are: The battle must reflect player experience as its first criteria. The number of vehicles used should never exceed 5 vehicles/square mile of board (using a MOVEMENT SCALE, e.g.: 1:660) surface. The composition of infantry units used in the game should maintain a proportion of from 10-15 pistol +/or Rifle men per major infantry piece, (heavy MG, light MG, Mortar, PAK weapon, or antitank gun--each having a crew of three) plus one flame thrower or antitank weapon, such as a bazooka or panzerfaust. This proportion produces a unit of about 20 men. This is a minimum composition. Only the very best units would have such a high percentage of major infantry weapons. About one half, at a maximum, of the infantry should be motorized--especially if you are in place. Finally the proportion between squads (20 men) and tanks should be 1 tank/squad at an absolute maximum. Avoid more than 40 men/1 square mile of playing surface. Men should also be reduced when the miniature rules used for them are especially cumbersome.

In this portion of the article I wish to offer, for your scrutiny, a number of tactics usable in WWII miniatures play. I do not claim authorship of many of them. In fact many have been learned from four of my friends in IFW: Gary Gyax, LeRoy Wallin, Robert Mijanovich and Gregg Golemo, with whom I've shared many an hour of enjoyable armor play. I hope that the randomness of these tactics will not be too confusing. I also apologize to anyone I may insult with the simplicity of some of these plans and recommendations. They are both obvious and complex, simple and devious--a balance, it is hoped, you will find some use for. These suggestions assume that you are playing at a fairly sophisticated level of game using; HE, AP and smoke shells, mines,

artillery, all types of infantry weapons, and allow for increased accuracy of fire when tracking a target and/or standing in place.

I shall try to group ideas but because of the material and my style (or lack of it) digression will be common and necessary. Let us begin with defensive tactics. (in all cases I will outline the counter to the defense where the discussion is germane)

INFANTRY DEFENSE--light weapons only

Here I am considering a squad of troops that are ordered to defend an area with no cover from automatic weapons, artillery or vehicles. Of course, we also assume, that the attacker will have few if any automatic weapons--otherwise men versus Panthers would be QUITE pointless. Deployment is the simple key here. If you have 20 men the only thing you can do is to balance cover and the concept of surprise. If there is one wall or one forest then even a cretin can manage the defense. If you have a few bushes, a building, a wall and perhaps an adjoining clump of trees then you can do something. You can create a cross fire situation. A simple cross fire situation places men such that if you advance (frontally or on the flank) toward one portion of the squad, another portion, which has been holding its fire, can shoot them in the back! Not very gallant, I agree, but.... Finally, let me state that overseparation decreases the ability of each segment to the point where the men can be overrun piecemeal. Separation should not be extreme, and no faction should be placed so that its retreat is impossible or overly difficult. Losing men pointlessly will almost always cost you in the long run.

The proper attack of a possible crossfire position is difficult to give. A few concentrated rounds into a few key "soft" areas (i.e. bushes, trees, forest etc.--as opposed to hard areas, walls, buildings, bunkers, etc.) will usually flush the area before moving against it. If Mortar fire is available, place a round or two into the hard areas. Otherwise the means of advance is to place a portion of the defender in a cross fire position. This is done by advancing with a portion of the unit and

keeping another portion under cover but off to one side. When fire begins, go to ground and have the remaining troops attempt to out-flank the defender and put him into a cross-fire. If you just bring up the rear and storm his position then you may very well give him the full crossfire position that he has set up.

INFANTRY DEFENSE--with automatic support.

Here we are considering a basic assault by infantry with little vehicle support, if any. This is the creation of the machine gun nest or the deployment of the PAK or Mortar. The machine gun itself should be placed with maximum scope of the field. It should rarely be committed to the defense of a very specific or narrow area of the board section being defended. With it, some extra men should be placed, not just the weapon crew. This is done so that the extra 3 or 4 men can fight off one or two men who break through or out-flank the weapon, or they can replace one or more members of the weapon's team if killed or wounded. The remainder of the squad should be placed in the cross fire position, if one is available. These men can allow the weapon to be protected, removed from the position if the assault is too heavy, allow the crew to escape--and perhaps even destroy the weapon if there is no time to carry it off--or prevent the weapon from being by-passed totally. (The order to "hold at all costs" or the attitude "life is cheap", "they were expendable" etc. does not mean ANYTHING to the clown who must actually hold the position. He will leave. The judge should take into account waste of life when judging the winner--the rules should also prevent "GI Joe" tactics.)

The summation of basic infantry tactics is; "don't put all of your eggs in one basket. Conditions and objectives, however, can change this concept of course. It should be noted that placing of your infantry should take into account retreat! Don't place them at the far end of a forest, so that if discovered they have to run across open terrain to escape! Also place their motor units, if any, within reach of the men--not 500 yards away. Don't dig in in such a manner that you can be out-flanked or by-passed without recourse. And lastly, don't put your infantry in the farthest reaches of the playing area. Give them mobility--don't sacrifice them or place them where the chances of them even getting in the battle are 15 to 1.

ARMOR DEFENSE--alone

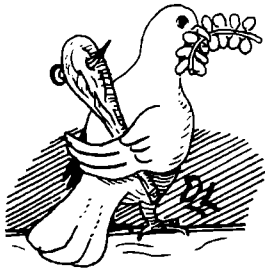
When you place your tanks in defensive posture remember that almost any battle situation will have 20% casualties ONLY if it is a blood bath. 5 to 10% casualties are the rule most often. You should place your vehicles not only to defend, but to have a retreat posture. Don't place them so that when they fire they have no place to go! It is far better to fire and be able to retreat so you can fire again, than to get blasted by 4 or 5 attacking vehicles. Thus tanks in lone buildings, single clumps of bushes, behind single non-foliated ridges, etc. are usually very unwise! Your enemy, not being a nice fellow, may fire a round or two of High Explosive shell (HE) into these lone positions and watch them burn. It is very embarrassing, if not fatal, to have

to run with your tail between your legs from a burning building or clump of trees. Again the simple, but essential principle, of cross fire is the key to good placement. Put a tank in place such that when attacked, another tank or AT weapon can fire at its attacker. Don't put tanks out there by themselves. Also be sure to give scope to the tank's fire. Let us take a very specific example that will be, I hope, instructive.

Situation: as German commander of a force (composed of two half tracks (with 10 men each), one AC234 (50 mm), and three M IIIIs,) you come upon a forest through which the road, you are on, runs. The forest is about 16 inches square in two equal parts (about 700 feet square). You are to proceed down this road after a fleeing Russian. You are allowed some time to check out the forest, i.e. your orders do allow you the option to proceed with due caution. Before discussing the defense, let us consider good attacker tactics. Due caution means you can waste 3-5 turns checking the forest out so as not to fall into a trap. Going around the forest would take 6-8 turns, too much time. How to proceed?--Take the column, headed by the AC 234, and headed and trailed by a tank, and disperse it. Pull the half tracks up with the AC 234 and approach the forest at near full speed. Allow all three tanks fire ability on the leading edge of the forest at about 10-16 inch range. Dismount the men and have them search, at a trot (about 5"/turn most likely) the first 20-50 feet of forest along the road. Send a half track or the AC 234 down the road at about 5-8"/turn. As the men get into the forest--one full turn--allow one tank to follow and have the other close. When the men reach the outer edge they mount the half tracks more some 6-10 inches from the forest and wait, with machine gun fire along the forest's edge. Note: you can strafe the leading edge of the forest with machine gun fire also, as a good tactic. It depends if the rules give an ammunition limit or not. Now more tank one and two through at full speed and as soon as they are through start tank three. Tank one and the infantry and AC-234 should proceed down the road. Tank two should turn around and cover tank three now moving at full speed down the road. When it clears the forest both proceed at full speed after the column. This tactic prevents many traps. However, it is not a complete and detailed search, there was no time. An alternate to this plan allows the infantry to stay in the forest until tank three clears. However, you then lose time on the road with the column. If the troops are ahead they could be clearing another forest while the two tanks catch up.

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DIPLOMACY FORUM

BY
LEONARD W. LAKOFKA

OPEN CHANNELS OF NEGOTIATION

As any DIPLOMACY((C) GAMES RESEARCH) player knows, all the diplomacy in the world will not save you if one or two clowns decide to do you in. You may be able to call upon other players to save you from destruction but you are so helplessly reduced in strength that your country ceases to be a contender for a Win, Place or perhaps even Show. Yet any life in a game is better than elimination and it is to this task of preservation I shall try to devote myself.

In the early game years it is very wise to write all six players and introduce yourself to them, exchange pleasantries, etc. Even though your interactions in the first years usually involve one or two others directly and perhaps 2 more indirectly, you should keep channels of negotiation open with every player--even the guy(s) you are attacking! Let us see why.

The most obvious reason is that later you may want to negotiate with some other player, and having a line of communication already established is a plus in your favor. The next reason is that you may have to call on a player rapidly for aid--and good relations will aid that attempt. Lastly a line of communication, which may suffer if you attack the guy with whom you're talking, is far better than no talking at all. (As I mentioned in another column, when you are about to attack a person, use suggestion, half truth, innuendo, etc. Do not outright lie to him!) For, in fact, you could be the VICTUM of another player's diplomacy. E.g., as Italy you ally with England in a mutual defense treaty versus France. England warns you of hostile Austrian moves and urges you to defend, or even attack. As the years unfold a raging battle between you and Austria begins while France and England attack Germany and Russia and Turkey fight in the Balkans. At this point someone had better wake up and realize that Russia and Turkey, and Austria and you have been set up by the Anglo-Frankish alliance. You are killing each other, while Germany is being destroyed and both France and England are growing!

If you have channels to all the players, especially Austria, you can pull this out of the fire by ceasing hostility versus Austria and allying with Russia! You can gobble up Turkey (gag--I always hate that pun) by a blitz war and be ready to defend and attack the English-French alliance before they have established a hold on the Med. and the lowlands.

As an aside it should be noted that you should have never gotten into this anyway. Had you good communications with Austria, you and she would not be at war--and the English trap could have been anticipated, and you and Austria could have layed the trap with--A VEN-tyo, A ROM-ven, f nap-ION; f tri-ALB, a bud-SER, A VIE-tyo==then A VEN-tri, A ROM-ven, f ion-TUN; A VIE-tri, f alb-GRE WITH A SER--build F Nap A Bud and F Tri! Now in the spring of 1902, (remembering that you would have Russia in on what is going on.) a ven-PIED, a rom-TUS, f nap-TYRR, f tun-WES; a ser-BUL, a bud-SER, f gre-AEG, F tri-ALB! That will screw old Turkey and put the grabs on France--the Austrian a vie-TYO can also be added to help Germany in holding Munich versus French-English efforts to take it away.

If you can't negotiate with the person whom you are attacking, you are destined for much failure. It is not uncommon to regret an attack soon after you make it--but to continue and to compound the blunder by blindly going on is utter folly.

Let us now see how you can be tricked into the little gems of misplay just discussed--and how you can manipulate others into them. The idea is to start a war and then waltz away to fight elsewhere and be able to stay friends of BOTH warring parties!

As France you ally with Austria and attempt a blitz on Italy in 1902: The final '01 position: France: A SPA, F PORT, A BURG /B/ a par, f mar Austria:ASER, F GRE, A BUD /B/ a vei, f tri Italy: A APU, A VEN, F TUN /B/ f nap. you have talked Austria into building the fleet in Trieste and now with four fleets versus Italy and 3 or 4 armies you plan: f tri-ADR, F GRE-ion, A SER (S) a bud-TRI, A VIE H; f mar-LYON, a spa-MAR, f port-SPA SC, a par-PIC, A BURG (S) a spa-MAR--or so you TELL Austria. In the Balkans, you feel some sort of statis-quo will be achieved and an actual alliance exists between France and England or Germany. So you let Austria blunder into his move but you play f mar-SPA SC, f port-MAO, a burg-RUHR, a par-BUR, a spa-GAS! Of course France, being a good ally, tells Italy that Austria, that nasty fellow, will attack him!! And we see: A ven-TYO, a apu-VEN, f NAP (S) f tun-ION. Germany is in real trouble and Italy and Austria are nicely mixed for combat. (France will keep the two fleets in the MAO area for later shift back to the MED. Her move to the MAO is part of the lie to Italy. She claims that she will attack ENGLAND, and IF FRANCE IS A SUPER diplomat, he will have told Germany that he moved to the Ruhr as a ruse to HELP Germany get England out of Holland or Belgium, whichever England happens to be in.

Yet if Italy-Austria & Germany know their game well they can recover in 1902 for an all out defense of Germany and attack on France via: A TYO (S) Ger A MUN, a ven-PIED, f nap-TYRR, F ion-TUN, a tri-VIE, f adr-ION, a vie-BOH, FGRE & A SER H or go in the Balkans. You will note that a game alliance and treaty between Austria and Italy has to become a MUST for such interaction and co-operation, but in this situation such an alliance could go all the way to victory!

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Do You Like Your Games Complex?

by J E Pournelle, Phd.

Recently I received a letter from a games-fan who berated me for my views. He disapproved of my philosophy, which is that as complexity of rules goes up, the playability vanishes; the most complex games are admired, but nobody PLAYS them. They stand around in a circle and talk about full fledged ANZIO, then get out AK or STALINGRAD.

Now the other night I was reading accounts of the North African campaigns. This campaign always frustrates me, since here you had the essence of armored warfare, and why can't we have a realistic game based on it? Certainly the Avalon Hill version is not realistic; you can't even get to Tobruk in a week, unopposed, while a series of battles like the Cauldron would require a full year of game time for all the moves and countermoves. Of course in the real world Rommel was at Tobruk a week after he rolled through Agedabia, and the Cauldron lasted about two weeks. Furthermore, in another week after the Cauldron, Rommel was at el Alamein; in the game it takes over a month just to ride down the road from Gazala to Alamein.

So, I says to myself, just what can we do to make AK a realistic game? I began to jot down some ideas, factors that ought to be included. Each one could result in a rule or two -- it that is the way you design a game. Let's look at the factors, remembering that these are just some random thoughts I had while reading.

1. Acclimitization to desert conditions. Extremely important. One reason for the success of the second breakout from Agheila was that the British put unacclimitized troops on duty, and the heat got 'em. OK, so we take factors away from units just going into action....

2. Capture of tanks. The one who possessed the battleground after the battle was the winner in a real sense. Fine, we need a rule letting you add enemy tanks to your own units, and regenerate your forces. This means we have to have the roster system, but that's no bad thing. (To that I agree, although I hate the bookkeeping.) After the roster system is set up, we generate attrition rules.

3. Repair of tanks. Fairly obvious. Armored units lose effectiveness when used, even if they win. They then have to rest. Or we could even have special engineer/mechanic units to set up machine shops.

4. Quality of armor. Units changed in effectiveness according to how they used their equipment and what kind of equipment they got. The Grants were really chewing up the DAK for a while there, pity the British didn't know how to use them properly. And maybe we need a training rule. Certainly we can change unit effectiveness as a function of time and when they got what....

5. Hidden movement. Use matchbox system as I've described in other articles. Or, get two sets of counters and mark the principle units #1 and #2. Now have a card for each such unit, and on the card mark which is real and which is shadow. The shadow unit has combat effectiveness of one. The enemy doesn't know which is which until he attacks. This isn't too bad an idea, actually....

6. Incentive for British to attack. The pressure was being applied by Churchill, especially after he sent to the trouble to get 8th Army some supplies. Therefore we need a rule that makes the British attack or lose supplies.

7. Water -- we could mark each oasis, require units to trace a path to water....

8. The escarpment rule is all wrong, but how do we keep the Germans from automatically winning if we eliminate it?

9. Whenever armored units drove hell for leather through the desert, they lost tanks. We can trade combat factors for mobility (a rule which I seriously suggest in another article, but there are a number of side effects).

10. Benghazi is a port, but a limited one.

11. Don't forget the Luftwaffe. And the RAF. And airfields.

12. We could construct a special board showing Tobruk in detail; then we have fights there, complete with attacks and counterattacks.

13. Having remembered the air force, don't forget the Aviation Medicine programs of the two sides. The German one was superior, so we have to incorporate a heat prostration of pilots rule....

14. The board's all wrong. In the real world there were secondary roads through the desert, and more towns; besides, with the towns we know the oases.

15. Breakthroughs to soft supply columns were the key to victory. Even with the auto victory and capture supply rules we don't have that.

Now each of those suggestions makes a certain amount of sense; the problem is that if you had a rule based on each one, you'd have an unplayable game. Which brings me back to what I've said before, you can't simulate war in a war game! You have to abstract out the principles you want and build the rules up slowly, carefully, until you've got a playable game which punishes strategic and tactical ineptitude. I sometimes wonder if "real" campaigns are the proper starting place for the design of realistic war-games. The best, most realistic, and still playable game I ever saw was developed by a bunch of us at the UW for an ROTC training aid. It started with Tactics II and grew from there, and made no attempt to be "realistic" in the sense of incorporating the kinds of units modern armies have. On the other hand, all the functions were there, and it turned out to be a strategic game of some merit.

I think that's the answer we have got to look for: How to introduce the right KIND of complexities without so overburdening the game that the players stand around and admire it for a while, then go play STALINGRAD....

I.W. Review

THE BATTLE OF MOSCOW
by Jay Richardson

TITLE: The Battle of Moscow

PRICE: \$3.00 (This includes issue #24 of S&T magazine)

SOURCE: Poultron Press, Box 396, New York N.Y. 10009

SUBJECT: The German attempt to capture Moscow in late 1941, and the Russian winter counter-offensive that followed.

PHYSICAL QUALITY: Like all S&T games, the components are constructed out of paper. The graphics are good with the exception of the Russian units, whose factors are incredibly hard to read.

PLAYABILITY: This game is not much harder to play than most AH games. The moves, however, do take a long time to complete because of the large scope of the game, and because they are of the two-impulse type.

COMPLEXITY: About the same level of complexity is found in this game as is found in most AH games. It is much simpler than most S&T games. (ie. BASTOGNE)

RULES: The rules which are given are as clear as any around, but there are not enough rules

given. Although it is not a major problem, you are forced to use your own rules for a variety of situations. Since the game is an AH game with all the S&T design innovations I use standard AH rules such as those of D-DAY and STALINGRAD to fill in the gaps.

SET-UP TIME: The game takes from 15 to 30 minutes to set up. Most of this time is spent in separating the different types of counters.

PLAYING TIME: This varies between two and four hours, depending upon whether or not you play the extended game. The extended game adds the Russian counter-offensive, should the German offensive fail.

PLAY BALANCE: If the German offensive fails he will really have to fight to avoid having the Russian counter-attack succeed. Whether or not the Germans win with their initial offensive depends entirely on the weather. Good breaks in the weather and the Germans win, bad breaks and the Germans lose. It rarely happens any other way.

HISTORICAL ACCURACY: Excellent in this respect. As in any game, it could be improved, but only at the cost of playability. It is sufficient to note that there are no glaring errors.

COMMENTS: Although the weather often decides the game, the weather is only decided turn by turn. This makes the game worth-while. I heartily recommend it to any and all Eastern Front nuts.

The issue of S&T it comes with, #24, oddly enough has nothing on the Eastern Front in it. Notable articles include World War I artillery on the Western Front, and the campaign survey, Flying Tigers.



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Stanton's Volunteers by Frank Curtis

It is a well known fact that the North had many problems with its leadership during the Civil War. An example of this was this event, which occurred during the Second Battle of Bull Run (or Second Manassas). In August of 1862 General George Pope heavily engaged with the enemy and all of his lines of communication have been severed for some time. On August 30--when lines were restored--Pope reported 10,000 Union and 20,000 Confederate Casualties after a hard fought battle the day before.

Secretary of War, Edwin Stanton--prone to disastrous impulses when the going got tough--made one that day. He decided that all those wounded would never be properly cared for unless he departed from regular channels right away. He called for all to volunteer as nurses and stretcher bearers for wounded beyond Centerville. Sending all the available carriages in Washington to Centerville by road, Stanton only managed to block the road that Pope's men must take.

A Colonel Haupt, a railroad man, was in charge of the railroad at Alexandria. (He actually belonged to another era, as it were, he was for direct action--and most Generals, who did not appreciate him, or he them--did not grasp this fact.)

Stanton ordered him to stop whatever he was doing (the shipping of badly needed supplies and men to Pope) and prepare to transport the volunteers to the field at once. Shortly thereafter hundreds of civilians arrived demanding transportation to the field. Most were drunk and the rest soon would be.

Haupt was enough of a military man to know what a mob like this would do on a field of battle. He delayed the train as long as possible and when it did leave -- he wired the officer in Fairfax station in Centerville to arrest all who were drunk. As soon as the mob left the train in Centerville it returned to Alexandria. It was learned later that many of the volunteers had bribed army ambulance drivers to leave the wounded and take them back to Washington.

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A few days before the episode with Stanton's volunteers, Haupt was faced with one Gen. Samuel Sturgis. He arrived with a division of troops demanding transportation immediately to the front. Sturgis then seized that part of the railroad that lay within his reach, which was enough to tie up the entire line--swearing that no trains would run until his division had been moved. Haupt informed him that he must wait his turn for transportation. But Sturgis had the rank, the men--and temporarily the railroad--and no temporary colonel was going to tell him what to do. It took an order from Halleck authorizing Haupt, in the name of the general-in-chief, to arrest Sturgis if there was any more funny business. Sturgis then waited his turn.

+++++

Haupt had to go through that sort of thing before. General Pope had similar ideas when he took command in northern Virginia. He announced that his quartermaster would control the railroad the same as he had run the wagon trains. Haupt was informed that he was to do as he was told. Within two weeks the entire line was completely snarled and Pope was glad to hand the railroad back to Haupt.

+++++

Haupt was more than ready to agree with Assistant Secretary of War P.H. Watson when he had said, "Be as patient as possible with the Generals; some of them will trouble you more than they do the enemy."



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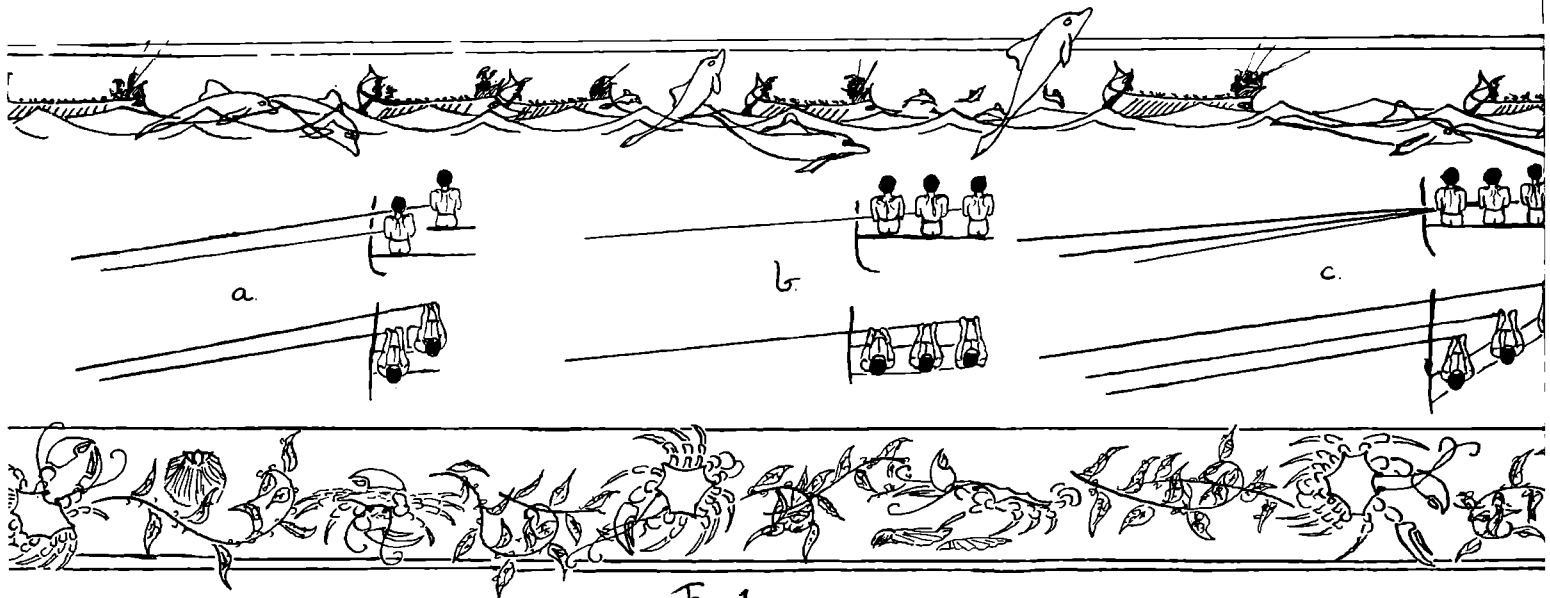


Fig 1.

History of Surface Warship, from page 3

Figure 1. Galley Seating Arrangements --(a) tiered seating, (b) single oar, (c) angled seat. These were the three basic forms. Many later galleys used combinations of these three. When galleys are described as having four, five or more banks of oars it is likely that this actually meant the number of oars or oarsmen in a group rather than actually tiering as in illustration (a).

subsequent naval design. First, that the craft displace more weight of water than the combined weight of vessel and cargo and second that the shape of the craft be moveable by the motive power available. Difficulties and complexities were in the offing but the foundation was laid. Man was on the water -- and being man, he would sooner or later begin to fight.

The ancient Mediterranean civilizations were early afloat. This was only natural. Nursed in the warm river valleys whose climate was a result of that broad inland sea, it is little surprise that the powers of the land should venture onto the sea. Egypt, before the Pharaoh, plied her river with reed boats and probably used the coastal waters also. In 2900 B.C. we find a record that an early Pharaoh (Snofru) sent an expedition of 40 ships to the city of Byblos in Phoenicia to trade for the materials to build more and better ships. Hints here and there seem to speak of forgotten naval battles and of mysterious naval powers such as Crete, but it is not until about 1300 B.C. that we find the first good records of such an event. Some unknown people, possibly the Cretes or of Cretan origin threatened to invade Egypt by sea. The records refer to these people only as the 'sea-people' but on the tomb of the Pharaoh Ramses III there is a picture of a naval action -- the first one known. The boats shown are rather galley-like and equipped with 12 pairs of oars, a steering oar, and probably with a ram; and hence (deducible from the latter) are definitely combat vessels.

Rather earlier than this there is evidence that the Doric civilization in Greece used

war galleys as early as 3000 B.C. These Dorian galleys were perhaps little more than dugout canoes with outriggers to support about 12 pairs of oars. The actual hull was about four feet wide and 65 feet long. The outrigger added some three to four feet on a side. These vessels were equipped with wooden rams and thus were destined for combat. Sails are not recognizably present but steering oars are apparent.

Here then, in Greece and Egypt, we see the origins of the first true warship -- a craft that was to rule the Mediterranean water until the 16th century when its frail form would vanish in the smoke of bronze cannon and the whistle of shot. In the shallow, waters of the eastern Mediterranean the war galley was born. On its winged oars the Phoenicians maritime empire rose and later Phoenicia's child contended with Rome and lost aboard vessels of the same type. With tempered galley rams Greece and Persia tested one another's might and later with very similar craft the heirs of Greece drove back another eastern power and set the seal of empire upon a republic.

The design of the galley is long and slim; its length measuring many times its width. The vessel is usually sharp bowed, very shallow in draft and constructed of light materials. All of this was necessary in order to achieve the high degree of tactical mobility mandatory in galley combat. With a motive power of human rowers the necessity is for a ship that will pass easily through the water and the major changes in galley design were usually experiments attempting to get the most manpower on the oars without sacrificing

the lance like shape demanded of the galley to accomplish its major offensive maneuver --the ram #2*. Galleys have always carried infantry and at some periods in time they were equipped with catapults, ballistae, Greek-fire tubes and even eventually cannon. Despite this the weapon of the galley was the beak.

To accomplish ramming and to avoid the attentions in kind of enemy ships the galley had to have a great amount of tactical mobility.

It was imperative first of all to approach no more than 45 degrees of a straight right angle of the enemy galley and then to dash in with enough momentum to drive the ram home.

Due to this the largest war galleys seldom exceeded 180 feet and the earliest ones seldom more than 100 feet. This was because longer vessels would have proved too heavy for the number of rowers that could be fitted to its length. Various seating arrangements were tried with several banks of oars and the rowers seated in tiers, but it is unlikely that any more than two banks were practical in combat. Experiments with several oarsmen to a single oar were affected (up to five in some cases) but this proved hard on the innermost man, who in extreme cases, had to run up and down on the deck. The most widely used and perhaps the best method was to set the thwarts at an angle with several men on a thwart and put one man to an oar. Various combinations of these arrangements were also devised. All of these designs kept the slim shallow drawing vessel that permitted quick turns and sudden hard punches. This mobility and careful placement of the oarsmen was also necessary for the other favorite micro-tactic --darting alongside an enemy craft and then shipping ones own oars quickly so that as the two galleys slid by one another the unwary target got the oars on one side sheared off.

From what we've discussed so far, it is obvious that the galley's most deadly point was the ram attached to her bow & her most vulnerable point, her frail oar banks & broadside hull.

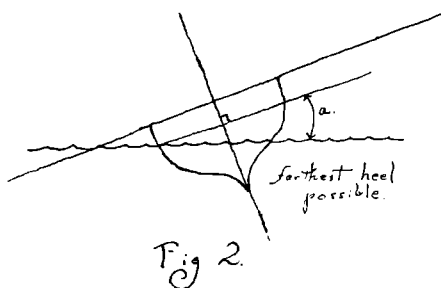


Figure 2. The angle (a) shows the width of the hull's shoulders.

To protect these areas and utilize her beak the galleys typically advanced in a line abreast formation when in combat. This formation and the problems of attack and defense in it were well understood by many of the ancient naval peoples. The Greeks even had special words for the two basic macro-tactics of galley warfare -- 'diekplous' which meant to break

up the enemy line and 'periplous' which meant to flank it.

The two forces in conflict would usually advance upon each other in several linked groups, the common number being three, a center and two wings. The latter were often positioned slightly in advance of the center, especially at their distal ends. This was known as the 'eagle formation'. A reserve squadron is sometimes present. Another formation, more defensive in nature and often used by the Romans against the Carthaginians, was the triangle formation. Like the eagle formation three squadrons were required, two of which advanced obliquely to form the two sides of the triangle and the third advanced line abreast to form the base. Reserves were kept to the rear of the base squadron which sometimes towed the transports. In both cases the result was to present the enemy with a phalanx of rams.

For strategic mobility the galley depended upon a sail; originally square rigged until about 1100 A.D. when the lanteen rig began to predominate. The galley's shallow draft and long narrow shape made her an unhandy sailer however and her light construction left her ill equipped to deal with rough seas. The result of this and the fact that none of the tactical mobility could be sacrificed for better sailing qualities was that the galley's strategic mobility always remained somewhat questionable and many an expedition came to more grief from the storm winds than the battle. Galleys usually coasted and avoided long voyages as much as possible. Until about 1200 A.D. one mast was the norm, after this time two are often found.

Though nearly all galleys, at least from 1000 B.C. on probably carried infantry it is not until 500 B.C. that we hear of any special structure associated with them. The Greek diremes (two-banked galleys) were equipped with a 'fighting bridge' positioned at the bow just behind the ram. It is likely that such a structure was in evidence on all war galleys from this time on. Despite the galley's long history only one other major change pertaining to the infantry occurred and that was the Roman 'Corvus', a sort of boarding bridge cum grappling hook which was devised specifically to allow the Roman Infantry to board Carthaginian ships. It was perhaps the first secret weapon and was sprung on the unsuspecting Africans at Mylae in 260 B.C. and resulted in their defeat even though they were the better sailors. After a flush of success it fell into some disuse since it was easy enough to avoid it, if the enemy was prepared.

Roman galleys were geared slightly more towards infantry than most others and the rowing deck was roofed over so as to provide more deck surface. As time went on the Romans tended towards light, fast galleys called 'liburni', backed up with heavier vessels. These latter began to show signs of superstructure at the stern and amidships upon which catapults were sometimes mounted. Again due to manpower restrictions, this superstructure had to be kept minimal to avoid excess weight.

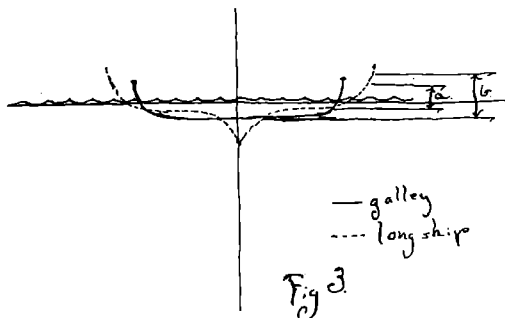


Figure 3. Comparison of the galley and longship hulls in cross section, size is roughly proportional for ships of the same length. Width 'a' shows the galley's shoulder. Width 'b' shows the longship's shoulder.

Its presence, however, portends much for it is in the development of superstructures that the next stage of naval development is found.

+++++

To trace this development we must first change our perspective. Leaving the warm, sun drenched Mediterranean, we move north across the Alps, north across black pine forests, north across the ragged islands to the craggy fiord slashed coastline of the Scandinavian Peninsula.

Man's attempts at watercraft began here with taut hides stretched over lashed wooden frames. Dubouts were also present but it is with the skin boat that the ancestry of the northern vessals lies, from this the Longship was derived.

As the gentle, relatively calm shallow sea of the Mediterranean shaped the galley, the cold, steep shelving waters and sharp crested waves of the north molded the Scanian ships. Though shallow drafted and sharp prowed like the galleys, the longship flared out more amidships and from very early in their history used a keel to strengthen their hulls (galleys became keeled only late in their development) this last was probably an outcome of the old frames on which the skins were stretched and the need for strong hulls amid the remorseless waves of the North Sea. The longship like the galley was provided with both sails and oars. Its hull design, however, gave it better sailing qualities and made long distance voyaging less risky; though, of course, this also lowered the longship's tactical mobility. The reason why the galley never achieved the obvious advantages of strategic mobility was that it had become so specialized for ramming and that the narrow tactical conventions of galley warfare could not allow the sacrifice of its slim cut-water shape for the long range value of long range mobility. The longships also developed the new style of being clinker built -- hence the boards of the hull overlapped one another instead of being set edge to edge (Caravel built). As should be obvious from the above the longship, when used as a warrior's vessal, did not depend on ramming. The original function of the longship in war was almost exclusively strategical. It conveyed those Norsemen who wished to gain fame and fortune a'viking to the lands of grain and gold that were Gaul and

Briton and to the rich cloisters of Ireland and Man. Hence, when these vikings warred among themselves, they used the same tactics that brought victory on land -- the slashed sword and swung axe. The longships collided and the proud, clear-eyed Northerners leaped across the decks to enjoin combat. Then too the longship had to carry cargo, booty and supplies for long voyages. All of this resulted in a more flexible, versatile, and more malleable craft than the galley. In general the longship differed little from the strictly merchant vessals of the area.

The longship of about 900 A.D. was probably some 70 feet long and 20 feet wide, Clonker built over a keel and rib frame, the ribs spaced about five feet apart *3*. It requires about 25 to 40 oars on a side depending on its length. This will be noticed to be more in proportion (of manpower to length) than the galley required. One of the main features in which the long ship and the galley differed in design was that the longships shoulders were rounder and broader than the galleys. The longship was sharp at both ends while the galley was often rounded in the aft. Also the undersides of the longship were rounder and the whole design of deeper draft.

About the same period or perhaps a bit earlier small raised platforms began to appear in the longships bows corresponding to the fighting bridges of the galleys. The placement of this was of course due to the fact that two ships entering combat would in most cases approach bow first.

True navies can only exist as an extension of government policy. Where no strong central government exists, a large navy becomes economically unfeasible and even a small fleet may be a moot luxury. In looser societies, where central treasuries are economy minded or nonexistent only those vessals which are capable of paying the way are apt to be afloat and in good condition. Since these were the conditions which prevailed in the north during the period around 1000 AD it is no surprise that pure warships were the rarity among a myriad of mercantile fleets. In the north then the distinction between warrior ships and trade ships often broke down. The purpose of the sea-dragon was as much to swallow treasure as to disgorge steel helmed men.

Hence to carry more cargo the longships began to grow larger and higher. The shoulders became fuller and more free board was added as the hold became deeper. The small platform in the front became larger and higher and thus a bow or fore castle came into existence. Similar elevations began to evolve in the stern (stern or aft castles). The term 'castle' was probably derived from the fact that these were the main defensive points of the ship. Since the bow and stern were the easiest (and most likely spots for enemy ships to grapple with the castles with their high bree boards, often slotted for archers, became localized in these areas. Along with this change the rowing deck became covered over and in many cases fewer oarsmen were used as ships came more to depend on sail.

This occurred for a number of reasons. First of all was the fact that strategical (or commercial in this case) mobility was the main consideration and sail had always been the solution to that problem, rowing was never economical. Rougher weather conditions also played a part. Strong hulls were required to withstand the ocean's pounding and large hulls for cargo. The weight of the northern ships began to increase beyond the limits of reasonable oar power. Then too, the more men one had on board the more supplies that had to be carried and hence the less room for cash cargo. A fourth reason was simply a scarcity of oarsmen. The early longships were usually rowed by free men who had a share in the ship's profit and a say in the ship's actions. Galley slaves were hard to obtain in the north and never abundant enough for anyone to depend on the supply. Since, as shipping became more and more privately owned, free men chose to do otherwise and slaves were not forthcoming -- sail became the answer. In the north the change from galley to nef*5* was economic just as was the unfeasibility of ships used only for war. The Mediterranean region operated in different circumstances and remained shackled to the galley even when far sighted men saw that the sailing vessel was evolving into the superior craft. The south kept to the galleys and because of this (in part at least) power of the seas would one day pass out of its hands.

One other significant change that took place about 1000 A.D. was the introduction of the stern rudder. Before this most craft were maneuvered by a steering board*6*. The more efficient rudder is first definitely apparent, in a carving in Winchester Cathedral dome around 1180. The result of this development in hull design and steering mechanisms is the 'cog'. Straight ended, clinker built and with a deep draft, the cog was a direct descendant of the viking merchant strain. It had a single, square rigged mast and was equipped with a stern rudder. The free board was high and the fore and aft castles were built into the hull.

The fore castle was forced to remain limited in area and size due to the necessity of keeping the bows light (for easier passage through the water). The stern castle however began to grow and by about 1325 covered nearly one fourth of the hull in many ships and hence became known as the quarterdeck. Hulls by about 1350 were beginning to assume the shape they would retain for several centuries of sail power.

At this period only one mast was present. To study the rise of new masts it becomes necessary to return southward again to the Mediterranean. Naval history of this region becomes rather nebulous after about 1000 A.D. and little is said about ship design. That the galley still prevailed over the nef is known but the exact design of these galleys is questionable until about 1200 or later. The major point that concerns us here is the appearance of the lanteen sail. Formerly square rigged sails had been used exclusively about 850 A.D., however, a new rig suddenly ap-

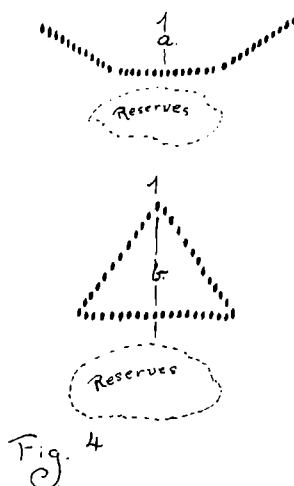


Figure 4. a) The Eagle Formation
b) The Triangle Formation

peared. Probably it came from the Arab seafarers and boat builders of the Arabian Peninsula and the east coast of Africa. The lanteen rig used a long triangular sail. Like the square rig, a yard was present but no boom. Unlike the square rig the lanteen sail was set almost parallel to the ship's midline (square rig was normally set 90 to 60 degrees from the midline). The importance of the lanteen rig in this discussion is twofold, first, because it became the major rig of the galleys and more important because it was the first rig used on two masted ships. The reason for the second mast was steerage. As ships increased in size and became heavier and broader in the beam, the strain on the steering mechanisms increased. The use of a stern rudder over a steering board helped but the midships placement of the mainmast created an appreciable weatherhelm and often made steering difficult when the wind was not directly astern. To correct this the mizzen mast came into being. Placed well to the stern, often just in front of the quarter deck, this small mast was used to aid the rudder in fighting the weatherhelm and in course changes. Since one of the main advantages of the lanteen over the square rig was that it was easier to trim effectively in adverse winds, it became the rig of the mizzen mast. Requirements for power and space kept the main mast square rigged. The lanteen sail gave less power than the square sail of equal area and also required more room to set. Hence the two masted ship came into being. This was the carrack or hulk (the major difference apparently was that the carrack was caravel built while the hulk was clinker built. This terminology broke down after a while and the two words became interchangeable). The Carrack also had a true quarterdeck.

These then were the ships of commerce in all parts of the European world by the 14th century. In the Mediterranean the galley still carried the brunt of naval combat but in the north and west the merchant man became impressed into an ad hoc navy whenever circum-

stances dictated.

Now though amid the din of battle a new sound was briefly heard, a new smell singed the nostril and a thread of smoke wove the air. Gunpowder and cannon were in their nativity and these children of St. Barbara were destined to control all subsequent naval history and design.

NEXT: PART II -- THE SHATTERED SUNLIGHT

Notes to Part I

- *1* Actually though the principle behind the wheel is very prevalent in the mechanics of water transport. A little thought will show the reader how paddle wheels, propellers and even oars and paddles are derived from the same basic theme as the wheel.
- *2* The earliest rams were little more than sharpened wooden extensions of the hull. Eventually though they were provided with metal tips and finally were sheathed in metal completely.
- *3* In many old sources the term 'rooms' is often used to describe the length of a longship. Room refers to the space between two ribs and thus a 20 room vessel is about 100 feet long.
- *4* The shoulders of a craft may roughly be described as being those portions of the hull which are sometimes in the water and sometimes out of the water depending upon the heel of the ship. It is this area which gives the vessel its ability to right itself and to keep from capsizing.
- *5* NEF is the general term for any ship powered only by sails.
- *6* the steering board (derived from the steering oar) was placed on the right hand side of the ship as one faces the bow. It is from this that the term starboard is derived. Since the steeringboard was rather frail a ship usually presented its other side to the dock and hence the term 'port' for the left side of a boat.

Dip. Forum, from page 6 + I.W. +

But let us take this same situation from the French point of view. He sees that Austria & Italy will ally, IF THEY ARE GOOD PLAYERS, and he now plays the diplomatic coup! He tells Austria that he made his move so as to set up ITALY!! (oh boy its getting knee deep) You see, if France and Austria were allied after a move like that above, then look, F SpaSC (S) f mao-WES, a ruhr-MUN WITH A BURG, a gas- MAR-f ion-NAP!, a tyo-VEN!, a boh-SIL! a bud-TRI!! OH MY, POOR ITALY, POOR GERMANY!!

A closing observation is that while you must be flexible, you can't be too pragmatic. Going from ally to ally will cause you to expend little fruitful effort and will cause you to gain little in the way of expansion. If you oscillate back and forth you will find no one willing to trust you at all. Thus if you fumble once you can recover. If you blow it a second time in the same game, consider sticking with the ally of the 2nd venture much longer than you would have when changing the first time. If you become a ping-pong ball in the game you will be the first to be hit with two paddles, at once!



Strat. & Tac. of Arm. Min. from page 5



As Russian, you have an anti-tank gun and 20 men total. Slow down or destroy German advances. How do you deploy? You are fairly sure he will do some searching. You are fairly sure he will strafe leading and receding forest edges--if he is competent. Therefore you deploy your force a reasonable distance from the road. Splitting it 5 men on one side and 15 plus PAK on the other. There you sit 100 plus feet from the road and watch the men looking for you. As soon as they pass you move both forces as close to the road as possible. With luck you can easily set up for a shot at tank number two or three. Tank two is a choice target! If you select it and kill it tank three may come running in ready for the kill. Pick up the gun (if tank one and/or the men are not coming back too quickly) and draw off fire with some small arms fire from the 15 men. Even try to set up PAK again if you are very brave--but that is discouraged. You are hoping tank three opens his hatch and decides to fire his turret machine gun--his bow gun can't do too much. If he does the other five men give him 5 grenades, and maybe one will go down the open hatch--chuckle.

Consider the same situation as Russian with ten rifle men and a T 34/76. Now what? You can't hide the tank along the road because the men will find it. If you place it on the far side of the forest you can take a shot at the AC 234 hoping to kill it or pick off someone after the column gets through. However, in either case you are asking for trouble. If you kill the AC 234 you have not effectively blocked the road as a tank can push it off, also you have exposed your tank and not gotten a worthy prize for the loss of surprise. Also you might miss! If you pick off someone after the column goes through, you open yourself to attack from the AC 234 and at least two tanks, depending if you hit or not, and you have NO PLACE to go! You can't go into the forest and if you come out they get the easier shot at you! Thus, you place about 400 feet along the leading edge of the forest! Unless the German is very methodical and very slow he can't waste the time to look that far away from the road. When tank three enters the forest you break cover--assuming no other vehicles are in sight from farther down the road--and give him a shot in the ass!! If you hit, the road is blocked against his returning, plus you have a hull down position against tank two if he does return!! If you miss, you move across the road and dare him to come out and get you!

By this example, which is very condensed, I hope to show that if you think about the defense and the attack you can avoid many a pitfall. I don't claim these tactics are perfect, but they do pay off more often than ~~some~~ ideas I rejected as too foolhardy.

Part three: use of artillery, use of various types of shells, mixing of shell types, and use of land mines.

ATLANTIS

by **Stephan A Thomas**

A SHORT HISTORY OF THE PEOPLES OF ATLANTIS
FROM THE EARLIES CIVILIZED TIMES TO THE
TIME OF THE CARTHAGINIAN INVASIONS

+ INTRODUCTION +

(This and following articles are chapters taken out of an ancient book found by the head of the Ancients Society, Tom Webster. He found this book while researching for the creation of the now operative ATLANTIS CAMPAIGN game.

I, after acquiring the book from Tom, have attempted to translate this work and present it to the world. I present portions of it here in order to clear up an unfounded suppositions that surround the name "Atlantis".

Though the membership of the Ancients society is large enough for the playing of Tom's ATLANTIS CAMPAIGN, we seem to be having some difficulty in finding enough players. Whether this is due to the lack of knowledge of the game or the lack of a firm grasp of the meaning of Atlantis, I do not know. I hope to dispell any wrong ideas about Atlantis itself, and, if anyone is interested in becoming a part of the history of Atlantis, please write to:

Tom Webster

RR # 2

Plainwell, Michigan 49080

He will be able to answer all your questions about the progress of the game.)

+++++

The Eremosians, a people of the First Great Tumbrik Migration, settled in the greater part of the southern part of Atlantis. They were a peaceful people, content with their occupation of farming. The land was dotted with their farms, from coast to coast.

Each community was governed over by the elders of the community. Each person, excluding women and children, were allowed to speak at the meetings of the elders. The final decisions were made by the elders, however.

The economy was basically agricultural with a little fishing along the coast. There was little trade since each community produced all their own needs and communication with other peoples was limited.

During this period, the first signs of an organized religion were founded with the worship of Ra-n. Little is known of the origins of this worship, but, it seems to have sprung up all over Eremos at about the same time. There were no priests as such, the elders of the communities acted in that capacity also. Offerings were made to Ra-n before and after the harvest, insuring a good crop and offering their homage for the blessings of such fertility of their fields.

There was a general period of peace, excluding the usual border raids, until the time of the Second Tumbrik Migration, about the 7th Century B.C. During that period, the Eremosians were hard pressed to keep the invaders out. Subsequently the authority of the elders began to wain as the "warrior-generals" became more prominent. For it was the Warrior-Generals who protected the people and led the defense of the home land against the invaders.

From this period we see the rise of the monarchy form of government with the election of Ra-Un-Tumn as a sort of Commander-in-chief of all Eremos. This set up the Tumn Dynasty in Eremos. Tumn divided up the country into provinces, each governed by a general who was responsible only to the Ra-Un-Tumn. Within in this period the "modern" form of government was created, including taxation.

Tumn created the first standing army in Atlantis. It was divided into 10 "Eiregs", 1 for each of the provinces. This force was directed by the Ra-Un-Tumn (or King, if you will) and was constantly under the scrutiny of his watchful eye.

The early Eremosians were armed with bronze weapons which they made themselves. Their armor consisted of a leather jerkin, sometimes covered with bronze scales, a conical helmet with or without a crest, and leather sandals. Their weapons were the short thrusting spear and a sword. They fought in clanish type units with the hero of each Eireg showing off his skill.

With the advent of the standing army, the supply of food was taxed, as now they had an element in their society which did not contribute to its own support. This was the time of the rise of a merchant class in the Eremosian society as a new source of food food was being sought. Then too the art of ship building and sailing took roots and the development of the seafaring peoples of Eremos was cultivated.

In 590 B.C., the Nawrks; a fierce people of the Second Migration, who had settled in the

WARGAMER'S NEWSLETTER

A MONTHLY MAGAZINE FOR THOSE WHO FIGHT BATTLES WITH MODEL SOLDIERS

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by Donald Featherstone

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hills north of Eremos; became restless and began to invade Eremos. Ten years of almost ceaseless fighting ensued. The Eremosians, being greatly outnumbered, were forced to give up the northern lands to the Nawrks. Because of the difficulty of communication among the provinces, the present king, Ra-Un-Tumn III, divided the country between himself and his General, Hu-Roth.

In 580, peace was finally restored, but at the cost of the northern, and most of the western provinces. The provinces of the west were lost to Hu-Roth, who had taken advantage of the war to establish his own dynasty to take form in the country of H'Roth.

With the restoration of peace the elders regained much of their lost power. Now the people sought their aid in these times of near ruin for Eremos. A large portion of their food producing capacity had been lost to the Nawrks and to the traitor Hu-Roth. The elders saw but one course left open to them, the Sea! Thus the trade routes from Atlantis were open anew, and the Eremosians had a new basis for their economy.

As their skills as seafaring pioneers increased their journeys became longer and more perilous--from the Isthmus of Panama to the docks of Piraeus. It was the daring and the skill of the Eremosians that opened the seas for other peoples, such as the Greeks and others who copied their original ship designs; the Trireme, Quadriremes, and Quinqueremes. History now records few of the Eremosian's original contributions, whether out of European

pride or actual ignorance of the true origin of these conceptualizations can only be speculated now.

In Eremos, the new reform of the economy brought reform in the military also. The army was better regimented into macro and diminishing size units similar to American WWII organization. The Tur-ish of 500-1,000 men was commanded by a Marshall. The Tur-ish were divided into 100 man Eirengs commanded by a Segus. And the Eirig was divided into 20 men Taushes which were commanded by a Nutro.

Weaponry also made the transition from bronze to the iron weapons used by the Nawrks. The iron spear, sword, shield and even scales for their leather jerkins became common. The final advance in weaponry was made with the addition of the bow and arrow, with iron tipped arrow heads.

Eremos continued trade with all of the major powers of the Mediterranean, including their neighbors H'Roth and Turush Pax. Yet the bickering and the hostilities of the Mediterranean were unpalatable to the Eremosians and soon they retreated to their own home waters. Here they remained until the time of the Carthaginian invasions, but that is another story....

If you wish a more detailed report on the progress of the invasion and the actions of the Eremosians and other people of Atlantis, write Tom, join the Ancients Society, or, better yet, join in on the campaign and be part of the history yourself! Stephen A. Thomas, Jr. 2040 Collingwood SW, Wyoming Michigan, 49509

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