

NAPOLEON'S WAR AT SEA

Naval Rules Changes for WAR & PEACE

By Mark McLaughlin, Christopher Vorder Bruegge and William Parsons



There has been a great deal of confusion over the simple naval rules of AH's WAR & PEACE. A few key words have been often misinterpreted; some of the changes that were made in the Second Edition rules should not have been made, as they are neither historically accurate nor beneficial to play.

The following series of articles should correct these misinterpretations and mistakes, in line with the original intent of the naval rules. Mark McLaughlin, designer of WAR & PEACE, and two of the original playtesters—Christopher Vorder Bruegge and Bill Parsons, who wrote the rules on Napoleonic naval warfare—have been reunited. The result, the following piece, clarifies and redefines the relevant rules for the much-maligned naval aspect of the game. This is followed by an excellent view of French naval strategy by Kenneth Waido and an examination of English options at sea by Bill Parsons. These three articles should help players understand the flow, and flavor, of the first great war for control of the seas of Europe.



Over the past months, a number of questions [see the Question Box of this issue] have arisen on the mechanics and play of the naval war in WAR & PEACE. In an effort to resolve these, a critical re-examination of the relevant rules was undertaken. The following rules, clarifications and options, resulted and are recommended to serious players. These should be considered the Third Edition of the Naval Rules.

The following rules from the Second Edition rulebook should be ignored:

F2i. This rule incorrectly restricts the Spanish navy to mapboard 1 and the Russian, Danish and Swedish fleets to the Baltic. All fleets should be allowed complete freedom of movement. The Spanish, for example, historically had a naval squadron that operated in the North Sea and a Russian fleet was used in several Mediterranean campaigns.

F3d. This rule incorrectly limits transports to carrying a single infantry strength point. Each transport should be able to carry either two infantry strength points, one cavalry strength point or five production/supply points. Implementation of rule F3d would not only prevent the French from ever invading anything by sea, but would likewise hamstring the English, thus preventing them from recreating their historical landings in Portugal, Spain, the Walcherin Islands and Denmark.

F4c. This rule has fostered the common misconception that a "fleet" and a "naval unit" are one and the same. A fleet, as originally intended by the designer, was defined as "a stack of naval units". Naval units that wish to either intercept the active player's naval units or run blockades may roll to do

so either as individual naval units, or once per stack (i.e., fleet). If the indicated result is an "I" (intercept), that fleet and any other fleets or naval units that have intercepted the moving enemy naval force may attack.

The sequence of naval combat is explained:

1. If a fleet of the active player moves into a sea zone and is intercepted, that combat is done before any other combat or movement. If the active player's force is victorious, it may continue moving or follow the defeated fleet back to port and blockade it if it has sufficient naval units to do so. The victorious fleet may also remain where it was intercepted, if the controlling player so wishes.

2. If a fleet is blockading a port, and the active player wants to run the blockade with the isolated fleet and wants to bring a fleet that he is moving at sea into the hex to attack the blockaders, he must do so one fleet at a time. They may not combine to attack the blockading fleet unless the blockading player so wishes. The blockading fleet may choose which of the two enemy fleets it wishes to engage first. If victorious, it may then fight the other fleet. If defeated, it may then retreat as normal. If the blockading player allows both enemy fleets (the one at sea and the one in port) to join and fights them together, the battle is considered to be fought in the sea zone, and the defeated player may choose his port of retreat as per the combat rules. He need not retreat to the port his blockaded fleet escaped from if he has another choice.

Again, to prevent confusion, the Nelson rule needs to be explained in more depth. Nelson adds his combat and pursuit value to the whole stack of naval units (the fleet) he is with. Nelson must roll for injury as per any other leader, unless all naval units with him are sunk—in which case he is killed—or captured—in which case he too is captured.

The following are to be considered optional rules for the Campaign Game:

Captured Naval Units are no longer placed in the POW box. Instead, the capturing player must immediately destroy the prize (i.e., the POW) and return it to the owning player's force pool or keep the prize in play by leaving it on the mapboard. As long as the capturing player retains physical possession of the prize he may, at his option, tow it to a friendly port, repair it and incorporate it into his own active forces.

A friendly port is a home port belonging to the capturing player's nation or a port conquered by his national forces. A prize is towed by placing it under a combat naval unit and moving the two together at normal naval movement rates. Transports may not tow prizes. Prizes, even when under tow, may not remain at sea for three consecutive player segments and may not enter coastal hexes except at ports. If forced to remain at sea for more than two consecutive player segments or enter a non-port coastal hex, the prize is automatically eliminated. The towing unit is unaffected. A combat fleet may tow only one prize at a time. Prizes may be picked up and dropped off at sea and in port.

Once in a friendly port, a prize may be repaired. To move a prize before repairs are effected requires towing. Each captured combat naval unit requires a payment of three production points and takes three full months (not including the turn of arrival) to

repair. Transports cost one production point and take one month to repair. A prize may be paid for on the "installment plan". Only one prize may be repaired at a time. Thus, if two combat units and a transport were captured in the same turn, it would take seven production points and seven turns in friendly ports to repair them all.

The repair of prizes in no way conflicts with the construction and rebuilding of naval units. Once a prize is fully repaired, it becomes in every way equivalent to the owning player's other naval forces. The number of prizes a player may so incorporate is not limited in any manner.

Prizes may be recaptured either in port or at sea. Even if recaptured by the original owner, such must still be repaired in order to be incorporated into his active forces.

Combat fleets towing a prize have their morale reduced one level for combat purposes. Towing fleets may jettison their prize just prior to combat to avoid this penalty, but the attacking player then enjoys the option of either continuing the attack or breaking off to retrieve the prize. If the forces do engage in combat, the victor obtains possession of all the towed prizes—which take no part in the battle—as well as any others he may have captured in the course of the combat.

Prizes may not be bought, sold, traded or bartered among the players.

Battle Damage has never been adequately represented in WAR & PEACE. Henceforth, any combat fleet forced to retreat due to an adverse combat result suffers battle damage. A damaged fleet is immobilized in the port to which it retreated; it cannot be moved until it has been repaired. Repair costs one production point per naval unit and takes one complete turn to complete. Two or more units can be repaired simultaneously. This activity does not interfere with prize repair or regular naval construction. *Special Exception:* British fleets may repair while at sea or while on blockade duty—but while under repair their morale level is reduced one level for combat purposes; the ability to intercept or pursue is unaffected.

Optional Combat Results Table is a more realistic representation of the results of naval combat in the days of Napoleon. The following will make possible a Trafalgar-type result, heretofore lacking.

Modified Die Roll

Odds	-1	0	1	2	3	4	5	6	7	8
1 to 1	2LS	LC	LS	LR	LR	SR	SR	SS	SC	2SS
3 to 2	2LC	LS	LR	LR	SR	SR	SS	SS	SC	2SC
2 to 1	LS	LR	LR	SR	SR	SS	SS	SC	SC	2SC

L = Larger Force
S = Smaller Force
R = Retreat
S = 1 Naval Unit Sunk
C = 1 Naval Unit Captured
2S = Naval Units Sunk
2C = 2 Naval Units Captured

It is strongly recommended that the Optional Naval Rules be used in conjunction to provide a playable and historical recreation of the strategic naval considerations that faced Napoleon and his foes. For more information on these naval rules, or to present alternatives or additions to these, please contact Mr. Mark McLaughlin at 10111 Dickens Avenue, Bethesda, Maryland 20814.



At Stockholm

At Copenhagen

At St. Petersburg

WAR & PEACE

Initial Positions, Naval Units

Corunna

- Two red icons labeled 'I' (Infantry)
- Three yellow icons labeled 'I', 'I', and 'T' (Infantry, Infantry, and Cavalry)

Lisbon

- Two red icons labeled 'P I' and 'P T' (Portuguese Infantry and Portuguese Cavalry)

Cadiz

- One red icon labeled 'I' (Infantry)
- One yellow icon labeled 'I' (Infantry)

Gibraltar

- One red icon labeled 'I' (Infantry)

Cartagena

- One red icon labeled 'I' (Infantry)
- One yellow icon labeled 'I' (Infantry)

