THE GREAT WAR AT SEA GAME SERIES
VOLUME #3: US NAVY PLAN ORANGE
ERRATA AND CLARIFICATIONS

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The following errata and clarifications were based on a series of questions put to, and answered by, Avalanche Press in a number of phone calls. Also consulted were the numerous entries and their responses listed in the GREAT WAR AT SEA section on Consimworld. However, all errata and clarifications in this article should be considered to be unofficial.

SERIES RULES BOOK

There have been three different Series Rules Books in the game series. The first version came in the first three games of the series (THE MEDITERRANEAN, THE NORTH & BALTIC SEAS, and U.S. NAVY PLAN ORANGE). The second version came in the fourth and fifth games of the series (1904-1905: THE RUSSO-JAPANESE NAVAL WAR and U.S. NAVY PLAN BLACK) and was available as replacements for the rule books in the first three games. These versions are now obsolete. The third version came in the sixth and seventh games of the series (1898: THE SPANISH AMERICAN WAR and U.S. NAVY PLAN RED) and the second edition of the first game. This is the current version of the Standard Rules for the game series.

8.5 Dead in the Water
8.51 Speed Loss (Add): If a ship which suffers a hit whose printed damage result includes losing one movement, and from the same hit has more than half of the number of hull boxes crossed off, than that ship suffers the loss of two movement, not one. A ship may not lose more than one movement due to having more than half of its hull boxes crossed off in a game, no matter how many additional hull boxes are crossed off later on. Additional printed movement losses from damage results still apply though. (This rule represents the reduction of a ship's speed due to the gradual flooding in the damaged hull spaces. The printed movement losses in the various damage tables represent engine room hits.)

8.6 Referred Pain
(add) 8.63 If primary hits on primary and secondary armament with light or no armor cause excess damage, the excess damage can be taken as a hull hit if the original primary hit takes out the last armament box of the required type. However, the excess damage is ignored if the hull has heavy armor.

9.0 Multiple-Ship Counters
9.3 Combat (Clarification): A player cannot place all hits on one ship in the counter if there are more hits than the one ship can possibly absorb. In addition, once a ship has taken enough hull hits to sink, it is no longer eligible to receive any more hits.

ADVANCED TACTICAL RULES

In the first sets of the game that was released in 1998, there were copies of the Advanced

Tactical Rules for the GREAT WAR AT SEA system in the game box. These were an experimental set of rules which were never official and were subsequently left out when the second edition of the Standard Series Rules started to be included in the game instead of the first edition. These rules are still considered experimental for those players who want to try them out, but will never be part of the standard rules.

There was also a chart with various tables for use in the game. Several of these tables are no longer valid due to changes in the later editions of the Standard Series Rules. These are the Spotting Table, the Air Search Table, the Weather Effects Table, the Critical Damage Table, the NPO Gunnery Die Roll Table, and the Initiative Table. Ignore all tables pertaining to the GREAT WAR AT SEA VOLUME #2 game. The Aircraft vs Ship Combat Table, Torpedo Damage Table, and the Gunnery Damage Table can be used but note the minor changes in the third edition of the Standard Series Rules for them. The Weather Track should still be used as there is no weather track printed on the operational map sheet as in other games of the series. (For those games without this chart, merely photocopy the Weather Track off of one of the operational map sheets from another game in the series.)

COUNTERS

Japanese Kongo Class Battlecruisers (Clarification): Many people wonder why the Kongo class of battlecruisers have an attack factor of 9 in U.S. NAVY PLAN ORANGE while having an attack factor of only 8 in GREAT WAR AT SEA: THE NORTH & BALTIC SEAS. While the official explanation has been improvements in fire control, this cannot be true as all other major navies made improvements to their fire control systems and kept pace. No, the answer here is in the type of armor-piercing shell the Japanese were beginning to use in 1930. These shells when striking the water would not plunge deep in the water and explode. Instead, they would travel just
under the surface for about 100 meters or so in their general line of trajectory before exploding. The theory behind these special shells was that if they landed just short of, but in line of, the target ship, they would travel underwater and hit the target ship's hull much like a torpedo. This had the potential of causing more damage to the target ship than if the shells hit it normally. The first type of these special shells was for the 14" gun. However, the Japanese were just beginning production of them in 1930 and so supplies were limited. They initially went to the Kongo class battlecruisers as they had the fewest primary guns of all of their capital ships, thus increasing their effectiveness. (Historically these shells, which were later made in 6", 8", and 16" versions as well, seemed to work fine when fired at stationary target ships. However, in combat their performance was rather poor.)

Japanese Battlecruiser Armor (Clarification): Many people wonder why the Japanese battlecruisers have heavy armor and deck armor in this game while in earlier games they have light armor. assuming that the Washington treaty did not come about, the Japanese would have up-armored their ships during the 1920s, most especially their battlecruisers, taking into account the lessons learned from naval combat in the First World War.

Japanese Furutaka Class Light Cruisers (Clarification): Many people wonder why the cruisers Furutaka and Kako are designated light cruisers in the game, yet during the Second World War they were designated as heavy cruisers. The Furutaka and Kako were the first of a new type of

light cruiser in the Japanese Navy which was more powerfully armed than previous ones. Mounting 8" guns, these ships were supposed to take the place of the old armored cruisers of the previous decades. (Other navies in the world were designing and building this same type of new cruiser during this time as well.) However, the London Treaty of 1930 re-designated all cruisers in the world as either being light or heavy cruisers. This did away with all the other old designations such as armored, protected, and scout cruisers which had been causing a lot of confusion as to cruiser types and functions. Cruisers with 8" guns were re-designated as heavy cruisers. In this game it is presumed that the London Treaty never occurred and that these ships retained their light cruiser designations.

Many players wonder why the Japanese are still using coal in 1930 for fuel in their large capital ships while the Americans are using oil in theirs. The Japanese got into the conversion from coal to oil fueled ships rather late due to their lack of the sufficient oil reserves necessary to maintain an oil fueled navy in full operational status. (They had to import all of their oil.) When they did start converting over to oil, they first concentrated on their lighter ships (cruisers and destroyers) in order to increase their range and keep up with the large capital ships for longer distances before refueling. By the mid 1930's the Japanese had accumulated sufficient enough oil reserves to make the fuel conversion of their large capital ships more practical, which they did in a massive rebuilding program during that time.

The Japanese mine-layer Itsukushima (ML02) counter should have a tertiary gunnery value of 2, not 1. This applies to both the counter in the game and the counter from the variant light ship counter sheet (available from Grognard). The Hit Record Chart is correct though.

The American battlecruiser Constellation is mis-numbered, both on the counter, and on the Hit Record Sheets as well as in several of the scenarios in the book. Its number should be CC02, not CC03.

The American armored cruiser Rochester is the same ship as the armored cruiser New York in the game 1898. Her name was changed in 1911 to the Saratoga to free up her original name for the new battleship being built at the time. In 1917 her name was changed again to the Rochester to free up her second name for one of the planned ships of the Lexington Class of battlecruisers.

The variant light ship counters of the American gunboats Ashville and Tulsa are mis-numbered. They should be GB21 and GB22 respectively, not GB20 and GB21.

A lot of people wonder why the American battleship Utah has deck armor while her sister ship, the Florida, does not. The Utah went through a modernization upgrade in the late 1920s, where she got increased deck armor. The Florida did not because she was slated to be decommissioned and scrapped about the time frame of the game. Of course, this hypothetical war with Japan delays her decommissioning and she goes to war as is.

SCENARIO BOOK

There were two editions of the Scenario Book. The first edition came in the early sets of the game and is no longer valid. The first edition Scenario Book did contain a Campaign Game which was left out of the second edition. This Campaign Game can still be used.

Special Rules

There are several special rules listed here which later appear in the games U.S. NAVY PLAN BLACK and U.S. NAVY PLAN RED. These are placed here to update U.S. NAVY PLAN ORANGE rules to their standard. There are some differences though which account for the advances in technology and techniques in the years between PLAN ORANGE and PLANS BLACK/RED.

Sequence of Play (Addition): At the end of the Sequence of Play List, after the Tactical Phase, add the following bullet: Aircraft Return Phase

Victory Points: Each destroyed airship is worth six victory points, not five. (Post World War One airships were more capable than those made during the war.)

Combat Round (Addition): A "round of combat" (used to describe the length of some battle scenarios) is one completion of the tactical sequence (all 20 steps).

Crippled Ships (Addition): During tactical combat, a player may separate an individual ship counter from a group once the ship counter has lost at least half of its largest type of guns or half of its hull boxes, or if it has suffered a reduction in speed.

Gunnery (Clarification): The reason that all guns hit on a die roll of 5 or 6 is two-fold. First, this reflects the advancement of fire control procedures and equipment that occurred in the 1920's incorporating the lessons learned from the First World War. Second, both sides were carrying spotter planes on their capital ships which they used to better observe the fall of their rounds around their targets, substantially improving the adjustment of their fires upon the same.

Release (Addition): In some scenarios, ships are not allowed to leave port until some specified event has taken place. the owning player may begin writing orders for these ships when they are released; they may only be assigned an intercept mission, and thus may not leave until two turns after they are released (in addition to any delay specified by the scenario instructions).

American Methods (Addition): Large American warships employed more labor-saving devices than those of the other navies of the world (which also included more extensive on-board machine shops). This plus the American practice of heating living spaces (in colder climates) required power even when in port; therefore, American BBs and CCs expend fuel even when in port (an exception to 12.12), but not while refueling. However, the greater efficiencies gained plus cross-training and an emphasis on individual initiative had other benefits. Subtract one from the die roll when an American BB or CC attempts emergency repairs (11.27).

19.0 Air Operations
19.17 (Change): The first bullet should read as follows: If an airbase is within range, they may land there. They may land on another carrier later in the game if it is within range and capacity is available.
19.3 Takeoff and Landing (Clarification): Most planes did not fly night missions during this time, though airships and seaplanes did. The take-off and landing modifiers at night are for seaplanes. The landing modifier is also for those planes in an Air Strike which take off on the last day turn

and return on the following night turn.

19.7 Air Search

(Add) 19.73 The searching player may also attempt to locate enemy raiding fleets which are not on the operational map. The searching player designates the aircraft performing the search and rolls the die. The raiding player consults the Air Search Table and places his raiding fleet on the map if the search is successful, and reports the number of capital and light ships in the fleet and whether any aircraft carriers are present.

(Add): 19.74 If more than one fleet occupies the same search zone, search attempts are resolved for each fleet.

(Add): 19.75 If an enemy fleet is spotted by air search this turn, add two to the die roll for friendly fleets in the same sea zone attempting to make contact.

(Add): 19.76 The Japanese seaplane counters (E2N) may either participate in the regular day search (using the rules above) or may conduct their own independent searches during day or night turns using the rules in section 14.0. If using these rules, the E2N may be placed on a sea zone within eight hexes of its point of launch. A sea plane counter may be placed in a sea zone containing a fleet counter only if that fleet counter was spotted in the previous daylight turn or had a seaplane counter in its hex during the previous night turn. A seaplane counter may shadow a fleet counter in the same manner as an airship (21.53) providing it does not go beyond its range from its point of launch. If its point of launch is a ship, that ship may move while the seaplane counter is in the air and the point of launch for recon and recovery purposes may change. However, the ship may not move in the turns in which it launches or recovers seaplanes. (The Japanese used seaplanes to supplement their regular day search or strike aircraft or to shadow spotted enemy fleets at night when their day search aircraft were landed.)

19.8 Air Strike

19.81 (Add): If the target fleet has moved beyond the range of the strike aircraft, they return to base without striking the fleet. An air strike may not hit a fleet during a night turn; if the next turn is a night turn the strike aircraft return to base without striking the fleet. Seaplanes, which may fly at night, may not perform air strikes at night although they may search in accordance with Rule 14.0.

19.82 (Add): Add one to the die roll if the current weather condition is Fog.

20.0 Air Combat

20.1 Air-to Air Combat (Clarification): Only those aircraft with circled Air-to-Air factors (fighters) may initiate combat. Aircraft of the attack force may return fire against CAP aircraft in this game. (Strike and bomber aircraft had started carrying defensive armament by this time period. Airships had carried defensive armament for some time by now.)

20.4 Torpedo and Bomb Damage (Add): Bomb hits do penetrate hull armor which is immune to plunging fire. (This simulates dive bombing, a bombing technique which was in its infancy at this time. Also, airships and bombers were flying high enough that the bombs that they dropped had gathered enough speed to penetrate deck armor by the time they had hit the target ship.) A bomb hit on ships with light or no armor may cause excess damage (8.3).

21.0 Airships

21.5 Airship Missions

(Add) 21.53 If an airship spots an enemy fleet, it may shadow the fleet for as long as the owning player desires and as long as the airship's endurance allows. Place the airship counter on the enemy fleet counter; it moves whenever the fleet counter moves (a raiding fleet counter shadowed by an airship may not be removed from the map).

21.6 Airship Endurance (Add): An airship which does not return to base is destroyed (garnering the enemy player six victory points).

22.0 Submarine Flotillas
22.3 Submarine Reconnaissance
(Add) 22.33 No more than two submarines may attack the same ship in the same turn.
(Add) 22.34 Each submarine may attack three times in the course of the game unless it leaves the operational map (see below). A submarine may only attack once per game turn. (The submarines built in the 1920's carried a larger supply of torpedoes than those built during the First World War or even those built shortly thereafter.)
22.4 Submarine Movement
(Add): All of its submarines have a full allotment of torpedoes upon their return to the map and may make three more attacks.

Scenarios

Battle Scenario 2
(Correction): The date of the battle is 1 September 1930, not 5 August 1930.
Operational Scenario 1
(Clarification): The Special Rule for Merchant Shipping is here because there is no shipping routes printed on the operational mapsheet in the game. Still all the rules from Section 10.0 in the Standard Rules do apply as if there was a shipping route printed on the hexrow indicated in the special rule.
Operational Scenario 2
(Correction): The Japanese carrier Hosho and its accompanying aircraft counter (1 x A2N) are listed twice in the Japanese order of battle, once in the force at Cavite and once in the force at Sasebo. Delete the listing from the force at Sasebo.

Tables

On the Aircraft vs. Ships Table on the last page of the book, make the following correction:
Die Roll Modifiers
+2 if the target is dead in the water.

HIT RECORD CHARTS

American Capital Ships
The battlecruisers Constellation and United States each should have a boxed torpedo value of 2, not 1.
The light cruisers are mis-numbered. They should be Omaha (CL04), Cincinnati (CL06), Raleigh (CL07), Detroit (CL08), Richmond (CL09), Marblehead (CL12), and Memphis (CL13). The counters are correctly numbered though.

American Light Ships
The destroyer counter Clemson-16 should be listed as DD-22. There is no Clemson-17 counter in the game.