

33. ANTI-SHIPPING FORCES. (V 10.11.25)

Due to anti-shipment forces both directly and not directly shown in the game, naval movement and the SLP count (Rule ???) in many sea areas is subject to interference.

33.A. PROCEDURE.

Check the naval unit or the SLP count for possible anti-shipment interference:

- 1) The first time a naval unit enters a hex in, or puts to sea in a sea zone; or completes embarkation of an item of cargo at a beach in a sea zone subject to interference.
- 2) If a naval unit starts a naval exploitation step at sea in a sea zone subject to interference.
- 3) If the naval portion of a supply line is being traced through the sea zone.

Check an item of cargo with its transports or individual naval units once per sea zone per naval movement phase. Checking is a two step process; contact is rolled for and if contacted, the cargo (plus their transports) or individual naval units are checked to sea what effect the anti-shipment forces have on them.

33.B. SEA ZONE EFFECTS.

Each sea zone listed below will affect a players shipping differently depending on various factors such as the ownership of ports in the sea zone and the overall strategic situation. Effects are summarized on the Sea Zone Effects Table.

33.B.1. CENTRAL MEDITERRANEAN.

33.B.1.a. AXIS SHIPPING.

Axis shipping in the Central Mediterranean is subject to Allied interference. The Malta status number (Rule ???) represents this. Use the current Malta status number as the naval status when using the ANTI-SHIPPING TABLE.

Due to the shortness of the shipping route, Axis shipping between ports on Sardinia, Corsica, and Sicily and/or the ports of Bizerte, Tunis, and Pantelleria is more secure than other routes. When cargo is transported between these ports only, subtract 5 to the current Malta status number when rolling for interference with these shipments.

33.B.1.b. ALLIED SHIPPING.

Allied shipping in the Central Mediterranean within 15 hexes of any operational Axis-owned port (excluding jetties) in the Italian Central Mediterranean Islands or Mainland Italy is subject to interference (as shown on the ANTI-SHIPPING TABLE).

33.B.2. EASTERN MEDITERRANEAN.

33.B.2.a. AXIS SHIPPING.

The Axis player may not use shipping anywhere in the Eastern Mediterranean unless all hexes on Crete are Axis-owned. Even when it is allowed, Axis shipping in the Eastern Mediterranean is subject to Allied interference. The naval status number used depends on how many of the following are Allied-owned: Alexandria (19A:2416), Haifa (19A:4305), and all ports in Cyprus (as shown on the ANTI-SHIPPING TABLE).

33.B.2.b. ALLIED SHIPPING.

Allied shipping in the Eastern Mediterranean and Aegean Sea is normally only subject to minor interference. However, during any Allied initial phase, the Axis player may attempt to significantly interfere with Allied shipping in these sea zones. Roll on the SUCCESS TABLE and apply the following results:

Table 1 Axis Eastern Mediterranean and Aegean Sea Results and Modifiers

ITALIAN NAVAL INTERFERENCE	
Results:	
D:	Disaster: The Italian fleet suffers a major loss of ships. There is minor interference this turn. The Allies receive 6 VPs.
F*:	Complete Failure: The Italian fleet suffers a major reverse. There is minor interference this turn. The Allies receive 3 VPs.
F:	Failure: The Italian fleet fails to interfere with the transports. There is only minor interference this turn.
S:	Success: The Italian fleet succeeds in establishing a temporary presence. Allied transport in both sea zones is subject to partial interference during the current player turn.
S*:	Great Success: The Italian fleet succeeds in establishing a major presence. Allied transport in both sea zones is subject to major interference.
Modifiers (Cumulative):	
-2	If a Disaster result has previously been suffered.
-1	If a Complete Failure result has previously been suffered
-1	If attempted in the Red Sea (divide lost VPs by 3).
+1	If the Italians have had a previous Success result during the previous four turns
+2	If the Italians have had a previous Great Success result during the previous four turns.

33.B.3. WESTERN MEDITERRANEAN.

33.B.3.a. AXIS SHIPPING.

Axis shipping in the Western Mediterranean is subject to Allied interference. The naval status number depends on whether the Allied player owns the following ports: Gibraltar (24A:2110), Algiers (25A:0610), and Oran (24A:4014) (as shown on the ANTI-SHIPPING TABLE).

33.B.3.b. ALLIED SHIPPING.

Allied shipping in the Western Mediterranean within 15 hexes of any operational Axis-owned port (excluding jetties) in the Italian Central Mediterranean Islands or Mainland Italy is subject to interference (as shown on the ANTI-SHIPPING TABLE).

33.B.4. TYRRHENIAN SEA.

33.B.4.a. AXIS SHIPPING.

Axis shipping in the Tyrrhenian Sea is not subject to Allied interference.

33.B.4.b. ALLIED SHIPPING.

Allied shipping in the Tyrrhenian Sea is subject to major Axis interference as if a "Great Success" was rolled on the SUCCESS TABLE after applying the ITALIAN NAVAL INTERFERENCE modifiers.

33.B.5. ADRIATIC SEA.

33.B.5.a. AXIS SHIPPING.

Axis shipping in the Adriatic Sea is subject to minor Allied Interference. The naval status number is zero.

33.B.5.b. ALLIED SHIPPING.

Allied shipping in the Adriatic Sea is subject to major Axis interference as if a “Great Success” was rolled on the SUCCESS TABLE after applying the ITALIAN NAVAL INTERFERENCE modifiers.

33.B.6. AEGEAN SEA.**33.B.6.a. AXIS SHIPPING.**

Axis shipping in the Aegean Sea is subject to Allied interference. The naval status number used depends on whether the Allied player owns Thessalonike (14A:4510) or Athens (15B:0911) (as shown on the ANTI-SHIPPING TABLE). The Allied player may also declare the South Aegean Interdiction Zone as shown below.

33.B.7. SOUTH AEGEAN INTERDICTION ZONE.

If all of the following conditions are met, the Allied player may declare the southern portion of the Aegean Sea to be under naval interdiction and thus more vulnerable to Allied interference.

- a) At least one port on Crete must be Allied-owned.
- b) The Suez Canal must be open.
- c) The Axis naval status number for the Aegean Sea must be 1 or more.
- d) The Axis naval status number for the Eastern Mediterranean must be 7 or more.

During any Allied initial phase, a naval interdiction zone may be declared. It will last until the start of the next Allied initial phase. It may be specified to be a tight or loose zone:

- a) A tight naval interdiction zone has a greater chance of affecting Axis shipping but its coverage is limited to every all-sea and coastal hex within two hexes of Crete.
- b) A loose naval interdiction zone has a lesser chance of affecting Axis shipping but its coverage is greater. It encompasses every all-sea and coastal hex in the Aegean Sea that is south of the “D” weather line.

While a South Aegean Naval Interdiction Zone is in effect:

- a) Treat the naval interdiction zone as a separate sea zone from the remainder of the Aegean Sea. Use a naval status number of 12 for Axis shipping in the zone. Use the appropriate zones columns on the SHIPPING RESULTS TABLE depending on whether it is a tight or loose zone.
- b) Treat each all-sea and partial-sea hex in the naval interdiction zone as having an intrinsic Allied light AA strength of 5. This AA strength may only fire against enemy air units flying the naval interdiction bombing mission.
- c) Subtract 5 from the naval status number used when checking for Allied naval interference in the Eastern Mediterranean.

33.B.7.a. ALLIED SHIPPING.

Allied shipping in the Aegean Sea and Eastern Mediterranean is normally only subject to minor interference. However, during any Allied initial phase, the Axis player may attempt to significantly interfere with Allied shipping in these sea zones. Roll on the SUCCESS TABLE and apply the results as per ITALIAN NAVAL INTERFERENCE above.

33.B.8. RED SEA.**33.B.8.a. AXIS SHIPPING.**

Axis shipping in the Red Sea is subject to Allied interference. The naval status number used depends on how many of the following are Allied-owned: Aden (WW5:0319) and Port Sudan (WW13:0423) (as shown on the ANTI-SHIPPING TABLE).

Note: Axis shipping in the Red Sea is not allowed if the Allies have owned Massaua (WW14:2204) at any time.

33.B.8.b. ALLIED SHIPPING.

Allied shipping in the Red Sea is normally only subject to minor naval interference if the port of Massaua (WW14:2204) has never been Allied-owned. However, during any Allied initial phase, the Axis player may attempt to interfere with Allied shipping in this sea zone. Roll on the SUCCESS TABLE and apply the results as per ITALIAN NAVAL INTERFERENCE above. Lost VPs are divided by 3.

33.B.9. INDIAN OCEAN AND PERSIAN GULF.**33.B.9.a. AXIS SHIPPING.**

The Axis player may not use shipping in either of these sea zones.

33.B.9.b. ALLIED SHIPPING.

The Allied player is not subject to naval interference in either of these sea zones.

33.B.10. SEA ZONE EFFECTS TABLE.

The base Naval Status Number of all sea zones are shown below on the AXIS AND ALLIED SEA ZONE EFFECTS TABLES.

Table 2 Axis Naval Transport Sea Zone Effects Table

AXIS NAVAL TRANSPORT SEA ZONE EFFECTS TABLE

Baltic Sea: Naval Status Number:

- 4 If at war with the USSR
- 1 Before war with the USSR
- +3 If moving within 3 hexes of a Soviet naval base

Norwegian Sea: Naval Status Number:

- 10 If Allied pre-emptive strike is achieved
- 8 Regular
- 4 If Axis pre-emptive strike is achieved

Denmark Sea: Naval Status Number:

- 4 Regular
- 1 If Axis control of Lower Norway and Denmark

North Sea: Naval Status Number:

- 10 Regular
- 7 Axis own one or more English major/great ports bordering the North Sea
- 4 Axis own all English major and great ports bordering the North Sea

English Channel: Naval Status Number:

- 13 Regular
- 8 Axis air superiority over channel
- 3 Axis own all English major and great ports bordering the English Channel

French Atlantic: Naval Status Number:

- 4 Regular
- +3 France has surrendered

Western Med: Naval Status Number:

- 12 if Gibraltar, Oran, or Alger is Allied-owned
- 1 if none of the above are Allied-owned

Central Med: Malta # = Naval status #

- 5 to the number for routes between Sardinian or Sicilian ports, Bizerte, Tunis and Pantelleria

Eastern Med: Naval status #

- 15 if any port or airbase on Crete is Allied-owned
- 12 if Alexandria, Haifa, and all Cyprus ports are Allied-owned
- 10 if only two are Allied-owned
- 7 if only one is Allied-owned
- 1 if none are Allied-owned or Suez Canal is closed
- 5 during turns the South Aegean interdiction zone exists

Adriatic Sea:

- 0 If all transport occurs in the Adriatic Sea.

Aegean Sea: Naval Status Number:

- 12 if both Athens and Thessalonika are Allied-owned
- 12 if through an Allied interdiction zone
- 1 if only one of the above are Allied-owned or if the Suez Canal is closed

Red Sea: Naval Status Number:

- 12 if both Aden and Port Sudan are Allied-owned
- 7 if only one is Allied-owned
- 1 if neither is Allied-owned

Table 3 Allied Naval Transport Sea Zone Effects Table

ALLIED NAVAL TRANSPORT SEA ZONE EFFECT TABLE

Arctic Ocean: Naval status Number:

- 7 Winter months
- 4 Non-winter months
- 4 Allies control upper Norway

Baltic Sea: Naval status Number:

- 9 Regular
- 7 Sweden is Western Allied
- 3 Soviet units

Norwegian Sea: Naval Status Number:

- 7 Norway is Axis-owned
- 4 No pre-emptive Allied strike is achieved
- 1 Pre-emptive Allied strike is achieved

Denmark Sea:

- 9 Regular
- 7 Sweden is Western Allied.

North Sea/North Atlantic: Naval Status Number:

- 1 Regular
- 3 Axis owns major/great port in England bordering either sea zone

English Channel: Naval Status Number:

- 9 France is Axis-owned
- 6 France has not surrendered
- 4 No Axis ports bordering the English Channel able to trace full supply
- +3 Axis air superiority over English Channel
- 3 Allied air superiority over English Channel

French and Spanish Coastal Atlantic:

- 6 Axis controls Spain
- 4 Axis controls France
- 1 Regular

African Atlantic Coast: Naval Status Number:

- 4 Vichy France controls a colony bordering the Atlantic
- 1 Regular

West or Central Med within 15 hexes of an operational Axis-owned port: (not including jetties) in Italian Central Med Islands or Mainland Italy: Naval Status Number:

- 4 if Malta status number is 12 or higher
- 6 if Malta status number is 2-11
- 8 if Malta status number is less than 1

Eastern Med: Naval Status Number:

- 12 Italian navy achieves major interference with Allied shipping
- 6 Italian navy achieves partial interference with Allied shipping
- 0 only minor Axis interference with Allied shipping

Red Sea: Naval Status Number:

- 4 Masala is Axis owned
- 1 Axis own any size 1+ port bordering the Red Sea

33.C. EFFECTS OF ANTI-SHIPPING AIR UNITS.

Both friendly and enemy air units in the ANTI-SHIPPING BOX or enemy naval air missions (naval patrol or naval strike), modify the naval status number.

Each friendly fighter in the Anti-Shipping Box subtracts its range from one enemy bomber in the same box. *Note: The air units with the longest range are matched first, then the second longest ranges, etc.*

To use its full range, a friendly fighter must have an operational airbase in the sea zone. If there is no operational airbase, count the hexes from the closest operational airbase to a hex in the sea zone. Put a marker with this number on

the fighter and reduce its range accordingly when modifying the range of an anti-shipping air unit

Subtract the modified TBF (as per the ANTI-SHIPPING AIR STATUS MODIFIERS TABLE) from the sea zones naval status number on the ANTI-SHIPPING TABLE to get the final naval status number.

Table 4 Anti-Shipping Air Status Modifiers

ANTI-SHIPPING AIR STATUS MODIFIERS	
AIR UNIT/ MISSION	MODIFIERS TO TBF
Non-Naval Air Unit	x ½
Type S Naval Air Unit	x 1
Type V or M Naval Air Unit	x 2
Air Unit Range less than 15	x ½
Air Unit Range greater than 30	x 2
Not in Anti-shipping Box	x ½
Air Unit flying Naval Patrol mission	x 1
Air Unit flying Naval Strike mission	x ½

Note: All modifiers are cumulative.

33.D. ANTI-SHIPPING TABLE.

To check an item of cargo or a naval unit to see if anti-shipping forces contact it, the enemy player rolls two dice and consults the ANTI-SHIPPING TABLE (shown below).

Table 5 Anti-Shipping Table

ANTI-SHIPPING TABLE (2d6)	
NAVAL STATUS NUMBER	
DIE	0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15
2	- C - - - - - C - - - - -
3	- - C - C - C - C - C - C - C -
4	- - - - - - - - - - - - - C
5	- - - - - - - - - - - - C C C
6	- - - - - - - - - - C C C C C
7	- - - - - - - C C C C C C C
8	- - - - - C C C C C C C C C
9	- - - - C C C C C C C C C C
10	- - - C C C C C C C C C C C
11	C C C C C C C C C C C C C C
12	C C C C C C C C C C C C C C

Results:
 - No Effect: The cargo item is not contacted.
 C Contact: Anti-shipping forces contact the cargo.

Note: Carrier naval units with at least one "C" code fighter on themselves, subtract 4 from the naval status number when rolling for contact in their own hex.

33.E. ANTI-SHIPPING CONTACT.

If anti-shipping forces contact the item of cargo, immediately check to see the effect on it. Roll one die and consult the SHIPPING RESULTS TABLE (shown below). Cross-index the die roll with the cargo type.

Table 6 Shipping Results Table

SHIPPING RESULTS TABLE				
Die Roll	SP/SRP No matter where contacted	Unit/Replacement Point Contacted		
		Outside Naval Interdiction Zones	In Loose Naval Interdiction Zone	In Tight Naval Interdiction Zone
1	R	NE	NE	NE
2	½E	NE	NE	R
3	½E	NE	R	R
4	E	R	R	½E
5	E	R	½E	E
6	E	½E	E	E

R: Return; ½ E: Half Eliminated; E: Eliminated
Note: Empty NTs, LCs, or LBs roll for damage as if they were carrying SPs

Results are as follows:

- 1) NE: No Effect:** The cargo is not affected;
- 2) R: Returned:** The naval unit is turned back to the port of origin and any cargo is disembarked. All involved units are allowed no further movement during the rest of the player-turn. *Note: If a reinforcement enters play already embarked on NTs and is returned, place them in the closest friendly-owned port hex (using an all-water route) to the hex where they entered play.*
- 3) ½E: Half Eliminated:** Half of the NTs used to transport the cargo are sunk and half of the SPs/SRPs being carried are eliminated. Other naval units suffer 1 point of damage. The naval unit is turned back to the port of origin and any cargo is disembarked. *Note: This includes eliminated units and the subsequently generated RPs).* All involved units are allowed no further movement during the rest of the player-turn.
- 4) E: Eliminated:** Eliminate both the cargo and NTs used. Other naval units suffer 2 points of damage and return to their port of origin.

33.F. EFFECTS ON NAVAL SUPPLY LINES.

If being traced through any portion of a sea zone, the Naval Status Number is added to the SLP count (Rule ???) of the port from which a unit is tracing supply.

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