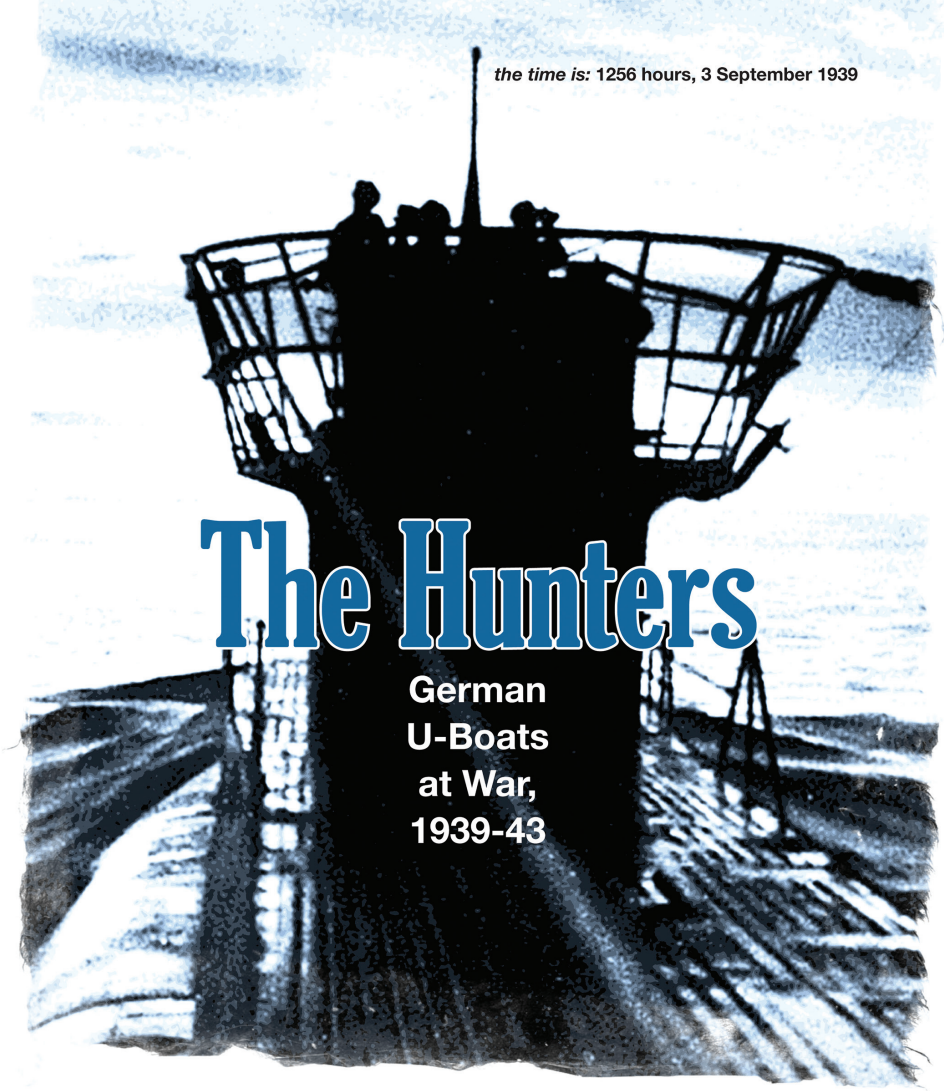

The Hunters

German U-Boats at War, 1939-43

a Gregory M. Smith design

RULES OF PLAY

1.0 INTRODUCTION

2.0 HOW TO PLAY THE GAME

3.0 GAME EQUIPMENT

4.0 GAME SET-UP

5.0 HOW TO WIN THE GAME
- **5.1** Ending the Game
- **5.2** Determining Victory

6.0 SEQUENCE OF PLAY
- **6.1** Game Play Outline

7.0 CONDUCTING PATROLS
- **7.1** Patrol Assignment Preparation
- **7.2** Wolfpack Patrols
- **7.3** Patrol Restrictions
- **7.4** Special Missions
- **7.5** Completing Patrols

8.0 PATROL ENCOUNTERS
- **8.1** Types of Encounters
- **8.2** Determine Ship Size and ID
- **8.3** Day and Night Engagements

9.0 COMBAT
- **9.1** U-Boat Combat Mat
- **9.2** Conducting Ship Combat
- **9.3** Surface Gunnery and Ammo
- **9.4** Unescorted Ship Targets
- **9.5** Night Surface Attack
- **9.6** § Escort Detection/Depth Charge Cycle
- **9.7** Following Escorted Ship or Convoy
- **9.8** Aircraft Encounters

10.0 U-B0AT DAMAGE
- **10.1** Flooding
- **10.2** Engines
- **10.3** Hull
- **10.4** Fuel Tanks
- **10.5** Crew Injury
- **10.6** Multiple Damage Results
- **10.7** Repairs
- **10.8** Patrol Abort
- **10.9** Scuttling
- **10.10** U-Boat Refit
- **10.11** Crew Injury Recovery

11.0 CREW EXPERIENCE, PROMOTIONS, DECORATIONS, NEW U-BOAT ASSIGMENT
- **11.1** Crew Advancement
- **11.2** Kommandant Promotion
- **11.3** Special Decoration
- **11.4** Reassignment to a Newer U-Boat

12.0 RANDOM EVENTS

13.0 MULTI-PLAYER AND TOURNAMENTS
- **13.1** Two Player Game
- **13.2** Top Tonnage Tournaments
- **13.3** Survival Tournament
- **13.4** Mixed Boat Tournament
- **13.5** Wolfpack Tournament

14.0 OPTIONAL RULES
- **14.1** Standard Tonnage Amounts
- **14.2** Reduced Convoy Targets
- **14.3** Increased Historical Targeting
- **14.4** Historical U-Boat IDs
- **14.5** Historical Wolfpack Names
- **14.6** Variable Escort Quality
- **14.7** Variable Aircraft Quality
- **14.8** Evasive Maneuvers
- **14.9** Resupply at Sea
- **14.10** Non-Historical Patrol Areas
- **14.11** § Convoy Penetration

15.0 HISTORICAL BRIEF
- **15.1** Top Ten Kommandants

16.0 DESIGNER'S NOTES

17.0 BIBLIOGRAPHY

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[1.0] INTRODUCTION

"Hostilities with England effective immediately" was **Oberkommando der Marine's** (OKM) urgent, encoded message sent to all Kriegsmarine ships, U-Boats, and shore stations at 1256 hours, 3 September 1939, in response to Great Britain and France declaring a state of war against Germany.

During the initial stage of the Battle of the Atlantic, the German U-Boats experienced great success in destroying Allied shipping. Wolfpacks—groups of submarines swarming over targets—proved to be a lethal force and would become a positive strategic impact for the Germans. The Allies would soon find themselves scrambling and suffering horrific losses at sea at the hands of these silent hunters. However, the Allies would not only stem the tide in due course, but turn it in dramatic fashion in early 1943, thanks to counter measures that included convoy tactics, high frequency direction finding ("huff-duff"), radar, active sonar, and more. Suddenly, the U-Boat fleet was being decimated, as the Hunters became the Hunted and the Allies gained air superiority above the seas. German U-Boat losses alone tell the story. Through 1941, only 66 U-Boats were lost. During 1942, another 96 U-Boats would be lost. And then, in 1943, no less than 237 U-Boats were sunk or scuttled at sea.

The Hunters, German U-Boats at War, 1939-43 is a solitaire, tactical level game placing you in command of a German U-Boat during WWII. Your mission is to destroy as much Allied shipping and as many capital ships as possible, while advancing your crew quality and increasing your commander rank, culminating in special decoration—all while remembering you have to make it home amidst diminishing odds of survival as the war progresses.

The rules are numbered and presented in sets of major sections, each section divided into numerous major and secondary cases. The rules cross-reference other rules using (parentheses), so for example you will see, "If Repair of Fuel Tanks fails, the U-Boat must abort its patrol (10.8).", meaning Case 10.8 is related to this rule. The rules of this game have been arranged both for ease of comprehension on first reading and for ease of reference later.

IF YOU ARE NEW TO OR UNFAMILIAR WITH HISTORICAL GAMES, DON'T PANIC! First look at any of the U-Boat Display Mats, the U-Boat Combat Mat, and the playing pieces, then give the rules a quick read through. Please don't try to memorize them. Follow the set-up instructions for play and then read Section 2.0 that describes the general course of play. Section 4.0 provides the framework to help you get started. As questions arise simply refer back to the rules. After a few minutes of play, you will find yourself becoming familiar with the game mechanics.

Online support is available, including video tutorials to help orientate you with initial set-up and game play. There are several options to choose from:

Visit us on the Web:
www.consimpress.com
www.consimpress.com/the-hunters

Contact us by email:
support@consimpress.com

We also recommend you visit the official game discussion topic on ConsimWorld for game support, to read after action reports, and to share your play experience with others. You will find *The Hunters* game topic by visiting talk.consimworld.com and navigating to the *Global or Multi-Front* individual game discussion area. You will also find a link to this forum topic and our videos on the Consim Press web site.

[2.0] HOW TO PLAY THE GAME

Object of the Game

The object of the game is to conduct numerous patrols as a German U-Boat Kommandant and sink enemy ships. The success of each patrol is reflected by the total tonnage of ships sunk or any special mission completed, which can result in promotion and crew advancement—culminating in receiving the highly coveted award of the Knight's Cross. Your U-Boat and crew will face relentless risks as each patrol becomes more hazardous (including the Bay of Biscay and Gibraltar Passage). The ultimate success you achieve rests considerably on the decisions you make while conducting patrols during the course of your career.

Overall victory level is determined at the end of the game based on total tonnage sunk (which can also be determined posthumously if you as Kommandant are killed in action).

The key game components used to facilitate play are the U-Boat Display Mat to track the status of your U-Boat and crew along with tracks for each patrol assignment, the U-Boat Combat Mat to resolve ship encounters, and the Patrol Log Sheet to track the activity and success of each patrol. The various Player Aid Cards are used to resolve game functions.

General Overview

In general, play revolves around conducting numerous patrol assignments and resolving any encounters at sea until safely returning to port. Upon completion of each patrol, you assess the success achieved by consulting your log sheet, which may result in a promotion/award for yourself as Kommandant or possible crew advancement. Between patrol assignments, your U-Boat will be refitted for one or more months based upon damage incurred. You may also need time to recuperate from any personal injury before being able to conduct your next patrol.

Conducting Patrols

Your U-Boat Display Mat shows the overall status of your U-Boat and crew, including armaments. When conducting patrols, your U-Boat progresses through each Travel Box on the assigned Patrol Track, checking for possible encounters in each Travel Box entered, including the possibility of a random event.

Typically encounters involve ship encounters or aircraft encounters. Ship encounters specify whether the enemy ships are under escort, which plays a significant role when engaging them, as your U-Boat may be detected and come under repeated depth charge attack. For each ship encounter you decide to engage in combat, you will make decisions to determine time of day, whether you will conduct surface or submerged combat, and at what range you will engage the target ships and fire your torpedoes. You will also record all ships you engage during combat on the log sheet, noting whether you damaged or sunk them. When conducting surface engagements against unescorted ships, you can also employ your deck guns.

As you conduct combat, you will roll for the amount of damage incurred against targeted ships with your torpedoes (as long as they were not duds) and/or deck gun fire. While unescorted ships are relatively easy targets, if you do not sink them quickly, you run the risk of escorts appearing on the scene when attempting additional rounds of combat to finish them off.

Combat engagements against escorted ships, typically when engaging a convoy, are fraught with risks—especially should you decide to engage at close range (in which case the escorts can attempt detection before you can fire any torpedo salvo). The escorts will have an opportunity to detect your U-Boat, and once detected, your U-Boat may come under repeated depth charge attacks until you are able to escape further detection. You may even attempt to exceed test depth to try and shake free of the escorts. Damage results, including crew injury, put you at greater risk while under attack and trying to escape escort detection.

Once you escape escort detection, you will attempt to repair any damaged systems, with failed repairs resulting in inoperable systems, which could potentially cause you to abort the patrol. Once an engagement ends against escorted ships, you have the option to automatically follow any damaged ships, or attempt to reengage the entire convoy.

Aircraft encounters put your U-Boat at immediate risk, as you attempt to crash dive to avoid imminent attack. Should an air attack be successful, you will engage your Flak gun(s) in the hope you can damage or take down the enemy aircraft. If you fail to damage or destroy the aircraft, you run the risk of undergoing additional air attacks, or even having escorts arrive on the scene to hunt you down.

U-Boat Refit

Once your U-Boat completes its patrol assignment by returning to base (after any possible encounter in the last Travel Box on the Patrol Track), it undergoes a refit. The length of refit depends on the amount of hull damage and inoperable systems requiring repair. Furthermore, convalescence for the U-Boat Kommandant can result in delays. The

possibility exists that you may be assigned a newer U-Boat or lose some of your crew (as they need more time to recover from their injuries). During refit, you are also able to evaluate the relative success of your patrol, which can result in crew advancement or Kommandant promotion, including the Knight's Cross award. Following refit, before your U-Boat begins its next patrol assignment, all systems will be operational and you will be fully stocked with armaments and a full crew.

End Game

Once all patrol assignments have been carried out through June 1943, the game ends. Also, should you as Kommandant be killed in action or be captured, or should your U-Boat be sunk, scuttled, or captured, the game immediately ends. Whether you survive until your final patrol or not (ending after June 1943), tally the total tonnage of ships sunk to determine your level of victory achieved. Typically, to record an entire career, you will want to note all ships sunk (including any capital ships), your final rank, and any awards achieved. Of course, if you have gone down with your ship, any accolades and results are recognized posthumously.

[3.0] GAME EQUIPMENT

[3.1] U-BOAT DISPLAY MAT

The eight U-Boat Display Mats provided correspond to each German U-Boat type available, along with named Patrol Tracks containing individual Travel Boxes to track the progress of your patrol. This mat helps track the status of your crew and systems, including available armaments at your disposal. Select the appropriate Display Mat corresponding to the U-Boat type you have selected for play. This mat is the centerpiece when conducting game play and carrying out patrol assignments. The use of this mat is explained in the appropriate rules section.

[3.2] U-BOAT COMBAT MAT

The U-Boat Combat Mat [U4] is used to resolve combat against shipping targets and is typically set beside your U-Boat Display Mat during play. The use of this mat is explained in the appropriate rules section.

[3.3] THE PLAYING PIECES

There are 220 playing pieces in one die-cut sheet included with *The Hunters*. These playing pieces are referred to as markers and are placed on either the U-Boat Display Mat to track status of your U-Boat and crew, or the U-Boat Combat Mat when resolving combat. Markers are provided for individual ships, aircraft, crew members, individual torpedoes, ammo rounds, random events, and the status of crew and systems.

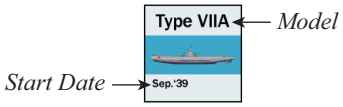
§ *Note: We've expanded the counter mix with additional spare counters for this Second Printing. We have also added a new marker to track Surfaced/Submerged status of your U-Boat.*

[3.3.1] HOW TO READ THE MARKERS

The Hunters counter mix provides markers to track the status of your U-Boat and for resolving engagements. These markers may include information, such as die-roll modifiers, to facilitate play. An explanation of each marker type is explained below.

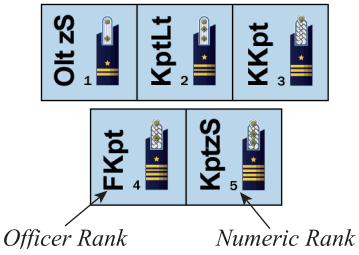
[3.3.2] GAME MARKERS

U-BOAT



The U-Boat marker corresponds to the type you have selected and is placed on the U-Boat Display Mat to track progress of your assigned patrol. Each of the eight U-Boat markers lists its corresponding type and start date.

OFFICER RANK



Five numbered Officer Rank markers are provided (from 1, the lowest, to 5, the highest) to track your promotion level as U-Boat Kommandant.

MEDAL & REWARDS



The Knight's Cross may be bestowed on you based on your career success. You may also win modifications as additions to the Knight's Cross.

CREW QUALITY



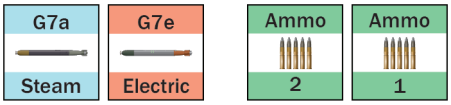
The crew quality corresponds to the experience and performance of your crew. Your crew begins at "Trained" level.

RANDOM EVENT



While most Random Events are resolved immediately, some can be used later during play and these markers should be placed on the U-Boat Display Mat until used.

ARMAMENTS



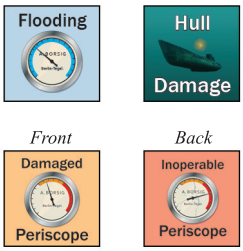
Torpedoes *Ammo Rounds*



Special Missions

Torpedo markers represent individual torpedoes by type: G7a (Steam) or G7e (Electric). Ammo markers track the number of rounds available for each Deck Gun. Additional markers include Mines and Secret Agent ("Abwehr") for special missions.

DAMAGE



System Damage

Markers are provided to track Hull Damage, Flooding Level, and any possible damage to Engines and other systems. These markers are only placed on your U-Boat Display Mat when damage occurs.

Note: both named markers for specific systems are provided, as well as generic markers. We recommend you use the named damage markers to better track what system(s) are Damaged or Inoperable (which is helpful should your Display Mat accidentally be disturbed with markers becoming displaced).

CREW STATUS



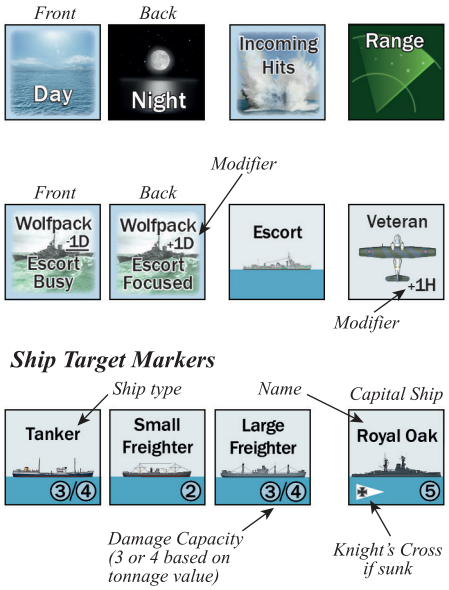
Light Wound *Serious Wound* *Killed in Action*



Specialized Crew Member *Die Roll Modifier*

Crew status markers are provided to track severity of injury or KIA results. Specialized crew members can also rise to "Experte" level (11.1) which provides certain benefits during play.

COMBAT MAT MARKERS



Markers are provided for the U-Boat Combat Mat [U4] when resolving encounters. These markers include Day/Night, range of engagement, Wolfpack patrols, type of ships targeted, and markers for Escort and Aircraft Quality. Please note that Torpedo and Ammo markers will be expended and moved from your U-Boat Display to the Combat Mat when resolving combat.

MNEMONIC AID FOR MARKERS. To facilitate play, some markers display one or more die-roll modifiers to serve as a reminder. The key below describes each modifier type. These modifiers are listed on the associated charts and tables.

DRM	Description
A	**Attack**: modifier when conducting U-Boat Torpedo/Deck Gun Fire [U1]
D	**Detection**: modifier for Escort Detection [E2]; or **Dive**: modifier to avoid Aircraft Encounter [A1]
F	**Flak Attack**: modifier for Flak Attack vs. Aircraft [A2]
H	**Hit**: extra Hit scored when resolving Escort/Air Attack [E3]
R	**Repairs**: modifier when rolling for Repairs [E3]

[3.4] CHARTS AND TABLES

Four 2-sided Player Aid Cards are provided to facilitate game play and resolve game functions. The use of these charts and displays are explained in the appropriate rules section. Specific charts and tables are referenced by their ID in [square brackets].

When a die roll is called for, each table specifies the die roll combination necessary, which in some cases may include each die representing a different place value. In such instances, use a colored die to distinguish place values. For example, for a roll of "1d10+1d10", the first d10 represents the tens' place value and the second d10 the ones' place value. Treat a result of "00" as "100", not "0".

[3.5] THE PATROL LOG SHEET

The Patrol Log Sheet is used to record for each game session your U-Boat type, ID, and Kommandant (Kmdt) name, along with individual patrol assignments, damaged or sunk ships, and length of refit following each patrol. Feel free to photocopy these sheets as needed, or download and print from www.consimpress.com/downloads/the-hunters.

[3.6] GAME SCALE

Each Travel Box on the U-Boat Display Mat [U4] represents three to four days on patrol. Generic crew boxes represent several crewmen of the approximately 50 total onboard. Select markers represent individual ships, aircraft, specific crew members, individual torpedoes, and ammo rounds.

[3.7] PARTS INVENTORY

A complete game of *The Hunters* includes the following components:

One full-color counter sheet (220 ½-inch counters)

- One Rules Booklet with Designer's Notes
- Four Player Aid Cards, 2-sided
- One Patrol Log Sheet, 2-sided
- Four U-Boat Display Mats, 2-sided
- One U-Boat Combat Mat
- Three 6-sided, two 10-sided dice, and one 20-sided die
- One Game box

If any of these parts are missing or damaged, please contact our main distributor:

GMT Games LLC, PO Box 1308, Hanford, CA 93232, USA.
Phone: 800-523-6111 (US and Canada), 559-583-1236
FAX: 559-582-7775
E-Mail: gmtoffice@gmtgames.com

[4.0] GAME SET-UP

GENERAL RULE

Game set-up consists of selecting your U-Boat type, preparing your log sheet, and placing the corresponding Display Mat in front of you for initial marker placement prior to conducting your first patrol. You should also have the U-Boat Combat Mat [U4] set nearby, as it will be referenced when resolving engagements against enemy shipping.

CASES

[4.1] U-BOAT MODEL SELECTION

[4.1.1] Begin by selecting one of the eight U-Boat types that you wish to captain and place the corresponding Display Mat in front of you. Only one U-Boat type should be selected. See 4.2, Start Date, to see what U-Boat types are available at different start dates. Earlier start dates allow for more patrols, but later start dates have more advanced U-Boats available. Game play consists of being Kommandant of a single U-Boat rather than simulating control of multiple U-Boats on patrol.

Note: you can start with a more advanced U-Boat model, such as the Type VIIC, but it does not become available until October 1940, which means you will not have the early months of the war to rack up easier sinkings.

[4.2] START DATE

[4.2.1] The availability date for the U-Boat type will be the start date of your first patrol. This date is noted on the U-Boat markers as well as on the Display Mat.

[4.2.2] Start dates in chronological order for each U-Boat type are listed below:

Start Date	Type
Sept-39	VIIA*, VIIB, IXA
Apr-40	IXB
Oct-40	VIIC
May-41	IXC
Jan-42	VIID
May-43	VIIC Flak

Type VIIA U-Boats were historically withdrawn from service in 12/40. Any player still commanding one at that time receives an automatic upgrade to a Type VIIC during Refit. OPTIONAL: Players may disregard this if they desire at the cost of historical accuracy.

[4.2.3] You may be reassigned or elect to choose a newer model of U-Boat under some circumstances, but typically you will remain and captain the same boat until the end of game or until sunk.

Note: the VIIC Flak has a late May-43 availability date for play purposes and would be limited to a single patrol, but we have included it for historical purposes and for a possible future expansion that follows the war beyond Jun-43.

[4.3] PREPARE PATROL LOG SHEET

[4.3.1] Prepare a narrative of your U-Boat career by recording the following information in the header of the Log Sheet.

U-Boat Type: this is the U-Boat type you selected.

ID: this is designated as "U-###".

Kmdt: this is the name you select as Kommandant of the U-Boat.

Note: the ID and Kmdt name have no impact on game play other than building a narrative around your career to enhance your game session or after-action reports. Optional: see 14.4 for Historical Boat IDs.

[4.3.2] The Log Sheet is used to capture information about each patrol assignment, including which target ships may have become damaged or sunk, in helping determine your victory level (5.2).

[4.4] U-BOAT DISPLAY MAT SET-UP

[4.4.1] Place in front of you the U-Boat Display Mat that corresponds to the U-Boat type selected. You will be referencing this display continuously while conducting patrols to record the status of your boat and crew.

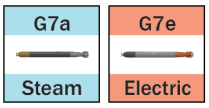
[4.4.2] Initially place the following markers on your Display Mat.

- Place either the Olt zS (Oberleutnant zur See) or KptLt (Kapitänleutnant) marker in the Rank box. This is your starting rank.
- Place the Trained Crew Quality marker in the Crew Quality box. This is your starting Crew Quality.
- Place your U-Boat marker in the In Port (Refit) box (located in the upper right of the Patrols section).
- Place the appropriate Torpedo and Deck Gun Ammo markers in the armaments section of your Display Mat (4.5 and 4.6).

Once all markers have been placed, game setup is complete. You are now ready to begin play and determine your first patrol assignment.

[4.5] TORPEDO LOAD

COMMENTARY: U-Boats normally carried a balanced mix of G7a (Steam) and G7e (Electric) torpedoes. The steams ran a bit faster, and were therefore a bit more accurate. The electrics were slower, and therefore a bit less likely hit at longer ranges, but left no telltale wake of steam bubbles to lead the escorts back to the U-Boat. This made them better for use during the day in order to decrease the possibility of detection by escort.

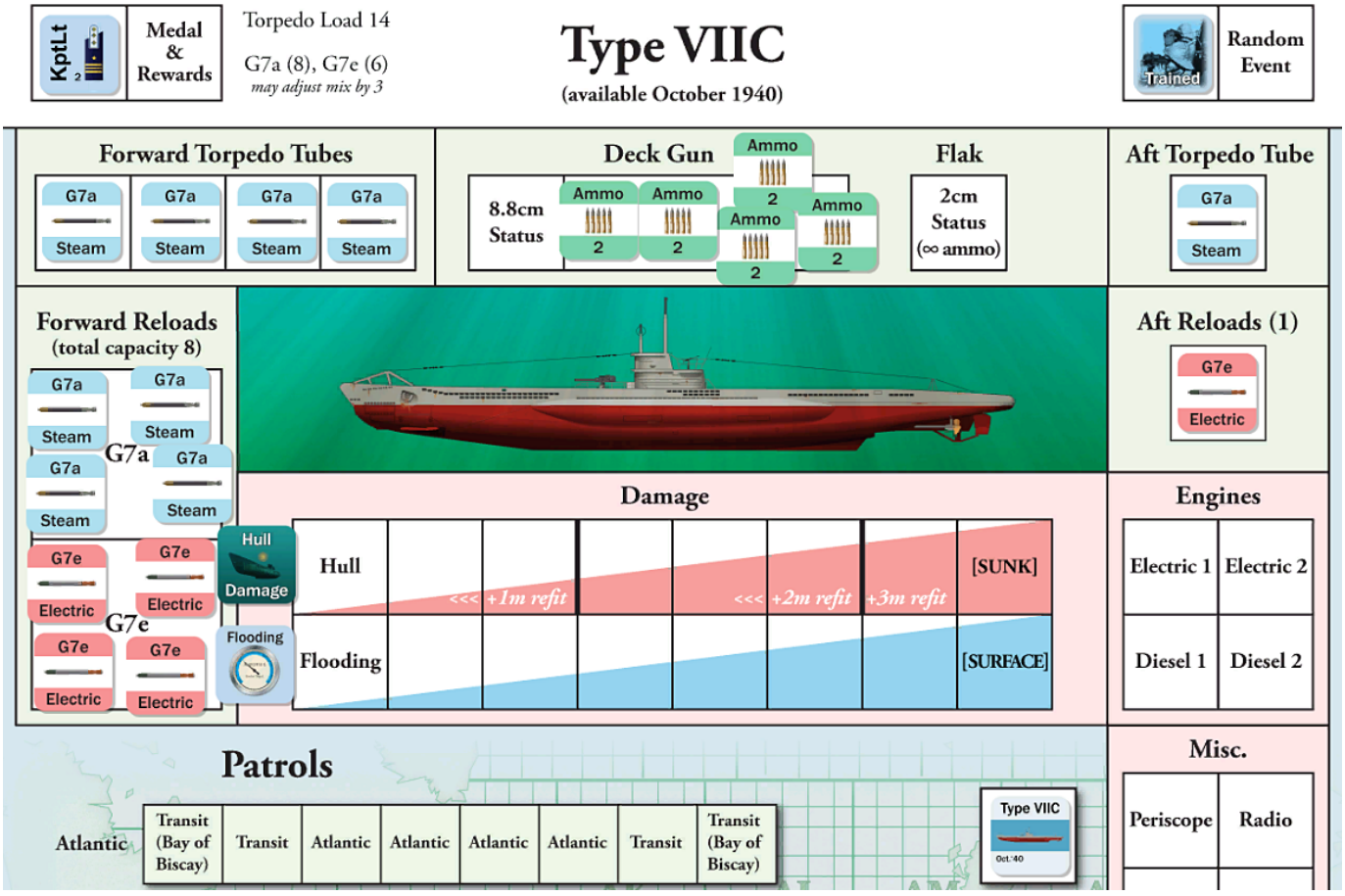


PROCEDURE

1. Consult the initial Torpedo Load information in the header section of your Display Mat (beside the Medal & Rewards box).
2. Select a total number of torpedo markers that corresponds with the total torpedo load count.
3. You may now alter the mix of G7a and G7e torpedo markers up to the number specified.

***Example**: Type VIIC carries a total load of 14 torpedoes. Of these, the starting mix by torpedo type is 8 G7a and 6 G7e. You have the option to adjust this mix of torpedoes, however. Simply select the torpedo type markers you wish to swap out (up to 3 in this case) and convert them to the other torpedo type. One could elect, for instance, to swap out 3 G7e markers, in which case the adjusted torpedo mix becomes 11 G7a and 3 G7e torpedoes.*

4. Place the individual torpedo markers in the numbered Forward and Aft Torpedo Tube boxes. Only one torpedo marker may be placed per box.
5. Place the remaining torpedo markers in the Forward and Aft Reloads Boxes. Note the total capacity for the Reloads Boxes and make sure the number of torpedo markers equals the capacity value.
6. The total number of torpedoes loaded will always equal the boat's capacity. **Exception:** 7.4.2, Minelaying Special Mission.
7. Torpedoes, once loaded and placed on the Display Mat, may never be swapped out or transferred between Forward and Aft positions. Only reloading is possible (4.5.1).
8. Once torpedoes are fired from the Forward/ Aft Tubes during combat, the tubes may be reloaded. Forward Torpedo Tubes are reloaded with torpedoes contained in the Forward Reloads Box. Likewise, the Aft Torpedo Tube is reloaded with torpedoes contained in the Aft Reloads Box.



Initial set-up for Type VIIC U-Boat. Note the Kommandant starting rank (11.2.2) and Crew Experience Level (4.4.2). The initial torpedo load is adhering to the initial torpedo load restriction (4.5.2) for G7e (electric) torpedoes. The Hull and Flooding damage markers are set aside and the Deck Gun Ammo markers have been placed. Finally, the U-Boat marker is positioned in the "In Port" box prior to rolling to determine the first patrol assignment for the game.

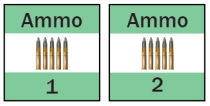
Note: the Forward Reloads Box provides separate boxes by torpedo type for ease of identification.

[4.5.1] Reloading can only occur if torpedo markers remain in the corresponding Reload Box. Once the Reload Box for a given section is spent, no reload is possible while out on patrol.

[4.5.2] INITIAL TORPEDO LOAD RESTRICTIONS *(optional)*. Your U-Boat should always start with all Forward and Aft Torpedo Tubes loaded with G7a (steam) torpedoes. Furthermore, Type VII U-Boats can only carry a maximum of 5 G7e torpedoes and Type IX U-Boats can only carry a maximum of 6 G7e torpedoes, all of which begin as reloads.

Historical Note: technically, the G7e electric torpedoes required regular maintenance, and as such, should not start loaded on a patrol, or be carried in external containers on the deck. This optional rule is highly recommended for players wishing to enhance historicity for game play purposes.

[4.6] AMMO MARKERS



[4.6.1] The Display Mat is used to track the total number of Ammo rounds available for the Deck Gun, up to its stated capacity.

[4.6.2] Initially place sufficient Ammo markers in the Ammo box for the Deck Gun so the point value equals the total Ammo capacity listed.

[4.6.3] Each Ammo marker point value represents one Ammo round for gunnery combat. Up to two Ammo points (or Ammo rounds) can be expended per combat round.

[4.6.4] Ammo markers are not used for Flak guns since they have unlimited ammunition supply (for game purposes).

Note: Flak guns do not have an Ammo box associated with them; only the status of the gun is tracked on the Display Mat.

Reminder: be sure to watch our Game Setup tutorial available online at www.consimpress.com/support.

[5.0] HOW TO WIN THE GAME

GENERAL RULE

A full game consists of completing numerous patrols up to and through June 1943. The game may end early if your U-Boat is sunk, or if you as Kommandant are killed in action or taken prisoner after scuttling your U-Boat.

While the results of each patrol may result in promotion and crew advancement (or conversely, a drop in crew quality due to poor performance), the overall victory level is determined at the end of play based on total tonnage of ships sunk.

CASES

[5.1] ENDING THE GAME

[5.1.1] The game ends upon completion of your final patrol leading up to or through June 1943—no patrol assignments are conducted after June 1943.

[5.1.2] If it is determined after calculating the Refit Period that your next patrol assignment would commence after June 1943, the game ends.

[5.1.3] The game immediately ends, regardless of date, should you as Kommandant be killed in action or taken prisoner.

[5.1.4] Once the game has ended, you can determine victory.

[5.2] DETERMINING VICTORY

[5.2.1] Consult your log sheet at the end of play and add up the total tonnage of ships sunk during your career.

[5.2.2] Based on the total tonnage of enemy shipping sunk, your victory level and performance as U-Boat Kommandant can be determined below.

DEFEAT: 0-49,999 tons sunk or your U-Boat is captured due to unsuccessful scuttle attempt. *Note: the moment your U-Boat is captured due to unsuccessful scuttle attempt, this results in an automatic "Defeat," regardless of tonnage amount for ships sunk.*

You are a disgrace to the Kriegsmarine, your family, and yourself. If you have survived, consider a career after the war on land. If your U-Boat was captured, you have delivered a working Enigma code machine and other secrets into Allied hands, possibly sabotaging the entire U-Boat campaign.

DRAW: 50,000-99,999 tons sunk

You have fulfilled your obligations to the nation. Book and movie offers after the war are probably not in the cards, however.

MARGINAL VICTORY: 100,000-149,999 tons sunk

You have enjoyed a modicum of success as a U-Boat commander. Your crew respects your abilities, and Oberkommando der Marine places you in training command in 1943 (assuming you were not killed or taken prisoner).

SUBSTANTIAL VICTORY: 150,000-199,999 tons sunk

You are one of the Kriegsmarine's top U-Boat elite, and have gained the respect of your peers, your crew, and commanders. You are often mentioned in the nation's papers and are offered command of a flotilla in 1943 (assuming you were not killed or taken prisoner).

DECISIVE VICTORY: 200,000+ tons sunk

You are the scourge of the seas and the pride of the entire Kriegsmarine. Your legendary exploits place you at the top of the U-Boat elite and are mentioned prominently in propaganda efforts. Your peers are amazed at your bold successes. You hopefully retire peacefully in what's left of Hamburg after the war.

[5.2.3] Should you be killed in action as Kommandant, you still (posthumously) determine your victory level. The same applies if you are taken prisoner.

[6.0] SEQUENCE OF PLAY

GENERAL RULE

The Hunters adheres to a discrete sequence of play for conducting numerous U-Boat patrols. At its most abstract level, the sequence revolves around conducting patrols with a Refit action at the end of each patrol. While there are no discretely numbered "game turns" as with other turn-based systems, game play is broken down into monthly increments of time, as reflected by the Log Sheet. The game begins on the availability date of the U-Boat type selected (first patrol assignment) and patrols are carried out up through Jun-43. Each patrol takes at least one month to complete, while the number of months required to complete refit can vary by circumstance (U-Boat damage and/or crew injury).

The following game play outline begins once a U-Boat has been selected and the corresponding Display Mat has all markers placed (4.0, Game Set-up).

[6.1] GAME PLAY OUTLINE

1. DETERMINE PATROL ASSIGNMENT
   - A. Consult U-Boat Patrol Assignment Table (7.0) [P1]
   - B. Enter patrol assignment on Log Sheet (on row corresponding to patrol start date)
   - C. Place U-Boat Marker on Display Mat beside first Travel Box of assigned patrol
2. CONDUCT PATROL
   - A. Check for encounters for Travel Box occupied by consulting Encounter Chart (8.0) [E1]. If no encounter occurs, repeat this step for next Travel Box entered. If encounter is rolled, follow steps below:

     RESOLVE ENCOUNTER

     a. Determine Random Event (if rolled, 12.0), or resolve Air or Ship Encounter (8.0). Engaging enemy ships in combat is always voluntary (8.1.4).

     b. You may perform additional rounds of combat as necessary against unescorted ships (9.4.3) or attempt to "Follow" escorted ships

or Convoys (9.7) until the encounter is completed, reloading torpedoes between instances.

c. Additional rounds of combat may also occur should your U-Boat be detected and undergo repeated depth charge attacks. This cycle repeats automatically until your U-Boat escapes Escort Detection.

d. Attempt to Repair any Damaged U-Boat systems once all combat rounds are completed (10.7). *Note: Following is still allowed once you escape detection*.

B. Proceed to next Travel Box and repeat until U-Boat enters and resolves any possible encounter for final Travel Box (7.5). Upon completion, place U-Boat marker in the In Port (Refit) Box.

3. REFIT U-BOAT

A. Assess U-Boat damage and duration required (10.10) to complete all repairs (record Refit duration on Log Sheet to determine when next patrol will begin). *Note: if the next patrol start date is after Jun-43, the game ends*.

B. Check for Crew Recovery and possible replacement (10.11).

C. Check for Crew Advancement (11.1).

D. Check for Kommandant Promotion and/or Knight's Cross Award (11.2 and 11.3).

E. Check for possible U-Boat Reassignment (11.4).

F. Replenish and set Torpedo Loads (4.5) and replenish Ammo markers (4.6) in anticipation of next patrol. All damage and crew injury markers should be removed from the U-Boat Display Mat in anticipation of next patrol assignment.

Game play is conducted per the above sequence and is repeated until the game ends (5.1, Ending the Game), at which time victory can be determined (5.2, Determining Victory). The precise activities performed as outlined above are covered in the appropriate rules sections.

[7.0] CONDUCTING PATROLS

COMMENTARY: patrols are assigned mainly as a function of time, with the patrol zones shifting as the war progresses. The highly lucrative North American patrols begin in January 1942 as part of the historical "Operation Drumbeat." Despite the fact that mostly Type IX boats (with the longer range) were used in North American waters, many Type VIIs were sent as well, although they mainly patrolled near Canada. North American missions presuppose some type of refueling.

GENERAL RULE

You will be assigned numerous patrol assignments as U-Boat Kommandant during the course of your career, with the goal of completing each patrol successfully and surviving the war. Successful patrols may increase your rank or lead to advancement of your crew. Patrols may comprise Special Missions or be altered based on U-Boat type or other restrictions as noted in this section. Each patrol assignment is represented on the U-Boat Display Mat with individually named Patrol Tracks, each consisting of multiple Travel Boxes that the U-Boat will travel through. Patrols are conducted by placing and advancing your U-Boat marker on the Track corresponding to your patrol assignment, and checking for any possible encounters for each Travel Box entered until returning to base.

PROCEDURE

Consult the U-Boat Patrol Assignment Table [P1] and roll 2d6 under the appropriate Date column for when the patrol assignment will commence. The resulting patrol assignment should be written on your Log Sheet in the row corresponding to the start date. Patrols are conducted by placing the U-Boat marker on the corresponding Track for the patrol and checking for possible encounters for each Travel Box entered. Certain exceptions or restrictions may apply when determining the patrol assignment.

CASES

[7.1] PATROL ASSIGNMENT PREPARATION

[7.1.1] Enter your patrol assignment on your Log Sheet in the row corresponding to the start date of the patrol.

[7.1.2] Locate the Patrol Assignment in the Patrols section of your Display Mat and place your U-Boat marker beside the first Travel Box (the Transit Box) that will be entered once your patrol begins.

[7.1.3] Confirm the U-Boat Display Mat has all markers properly placed on it (4.0, Game Set-up) to begin your patrol assignment.

[7.2] WOLFPACK PATROLS

COMMENTARY: U-Boats often attacked convoys in co-ordinated groups called *Wolfpacks*. A U-Boat sighting a convoy would radio its position to the Befehlshaber der Unterseeboote (Commander of U-Boats) who in turn would direct other U-Boats in the area to the position so that the convoy could be attacked with greater effect.



[7.2.1] Some patrols in the Atlantic have a **(W)** designation. This indicates that the boat is assigned to be part of a Wolfpack operation.

[7.2.2] When engaging a Convoy during a Wolfpack patrol, roll 1d6 to determine the status of the Convoy escorts. On a roll of 1-5, the Convoy escorts are busy with other boats attacking the Convoy, resulting in a favorable -1 die roll modifier when checking for Escort Detection [E2]. Conversely, on a roll of 6, the Convoy escorts are focused in your vicinity, resulting in an unfavorable +1 die roll modifier, increasing the likelihood you may be detected. Place the Busy/Focused marker with the proper side up in the Wolfpack box of the U-Boat Combat Mat [U4].

[7.2.3] This modifier applies for all rounds of combat against the Convoy; do not roll separately for each combat round. You do re-roll if you successfully follow and reengage a convoy (9.7). This modifier does not apply if the U-Boat has an inoperable Radio.

[7.2.4] Only Convoy engagements carry this special modifier. Ignore for all other types of encounters.

[7.3] PATROL RESTRICTIONS

Certain restrictions and special cases may apply for the patrol assignment you will carry out, per the U-Boat Patrol Assignment Table [P1], as noted below.

[7.3.1] TYPE IX RESTRICTIONS. Type IX U-Boats treat "Mediterranean" and "Arctic" results as "West African Coast." *Historical Note: due to their long range, compared to the Type VIIs, this would have been a gross misuse of their capabilities, and they were not sent to those areas*.

[7.3.2] TYPE VII RESTRICTIONS. Type VII U-Boats treat "Caribbean" and "West African Coast" results as "Atlantic." Type VII-Flak U-Boats are not allowed in the Mediterranean (but are allowed in the Caribbean, 11.4.6). Type VIID Minelayers are allowed in the Caribbean and West African Coast (11.4.6). Re-roll to determine their patrol assignment if not allowed. *Historical Note: Type VII U-Boats did not have the range to effectively operate in these areas*.

[7.3.3] THE MEDITERRANEAN. The first time you are assigned a patrol in the Mediterranean, treat the first Transit Box as Bay of Biscay, per Case 7.3.6. The second Transit Box is rolled on the Add'l Round of Combat/Gibraltar Passage table on the Encounter Chart [E1] (applying the Gibraltar -2 modifier). Subsequent Mediterranean patrols use the normal Transit Box for encounters—ignore reference to Bay of Biscay and Gibraltar. If damage occurs during the Gibraltar Passage (first two Transit Boxes), a player may abort back to France. He may not abort back to France to avoid the Mediterranean unless he has at least one non-repairable box of damage (Hull damage or an Inoperable system) prior to or during Gibraltar Passage. If the player chooses to abort from the first Transit Box while incurring damage, the patrol is automatically considered to have ended. If the player chooses to abort while incurring damage in the second Transit Box, the boat must still travel backwards through the first Travel Box (treat as Bay of Biscay) and check for any possible encounter.

[7.3.4] Once a U-Boat is assigned to the Mediterranean and completes its patrol (i.e. it did not abort per 7.3.3), it never returns to the Bay of Biscay. All subsequent patrols assignments will be conducted in the Mediterranean (no need to roll on U-Boat Patrol Assignment table). This is due to the difficulties inherent in getting past Gibraltar.

[7.3.5] THE ARCTIC. A U-Boat assigned to the "Arctic" may remain permanently assigned there. Roll 1d6 immediately after receiving this assignment (note that this reminder is placed on the U-Boat Display Mat at the end of the patrol due to space limitations only—you still roll immediately before beginning the patrol). On a roll of 1-3 the U-Boat remains assigned to a northern base and all future patrol assignments will be "Arctic" (no need to roll on U-Boat Patrol Assignment table). This permanent assignment holds even if the U-Boat is forced to abort patrol. On a roll of 4-6, the U-Boat is not permanently assigned to the "Arctic" and it checks for its next patrol assignment normally. There are special rules for determining time of day for engagements in the Arctic (8.3.5).

[7.3.6] BAY OF BISCAY. Beginning July 1940, the first and (possibly) last Transit Box for certain patrol assignments are converted to Bay of Biscay and any encounter check should be conducted referencing the Bay of Biscay table on the Encounter Chart [E1]. You will note which patrols convert to Bay of Biscay as their Travel box reads "Transit (Bay of Biscay)." Prior to July 1940, treat those Travel Boxes as standard Transit Boxes, rolling under the Transit Table on the Encounter Chart [E1]. *Historical Note: following the successful France 1940 campaign, the Germans established numerous U-Boat bases along the French coastline, in the Bay of Biscay area.*

[7.3.7] NORTH AMERICA and THE CARIBBEAN. These patrol areas use the same track, but have different Encounters Tables on chart [E1]. Both use the North American ship rosters when rolling to ID targets.

[7.4] SPECIAL MISSIONS

There are two types of Special Missions in the game, Abwehr Agent Delivery and Minelaying. Both are designated on the U-Boat Patrol Assignment chart [P1] as "(A)" and "(M)" respectively.

[7.4.1] ABWEHR AGENT DELIVERY (A). To deliver an Abwehr agent to Ireland or North America, the U-Boat must drop off the agent by rolling on the Special Missions table on the Encounter Chart [E1] when it arrives at the Mission (M/A) Travel Box. If there is no encounter, the mission is successful. If an Aircraft Encounter occurs, that encounter must be resolved first. If the U-Boat is attacked, and survives, it must roll for another possible encounter before being able to drop off the agent. Continue this process until there is no encounter and the agent is dropped off, or the U-Boat is sunk or is forced to surface/abort.



[7.4.2] MINELAYING (M). This Special Mission is carried out in a similar fashion to the Abwehr Agent Delivery, except the mines must be loaded in all Forward and Aft Torpedo Tubes prior to the patrol starting (**exception** Type VIID boats have extra launch bays for mines and so do not reduce their torpedo load, 11.4.6). The player must adjust his Display Mat by removing whatever torpedoes had been placed in the Forward and Aft Tubes and substitute them with the Mine markers. He may then adjust the number of G7a and G7e torpedoes in the reloads to balance out the load as desired. Once the mines have been successfully delivered, the Forward and Aft Tubes may be reloaded with torpedoes. *Note: this reduces a Type VII boat's torpedo load by 5 and a Type IX boat's torpedo load by 6.*



[7.4.3] Aircraft encounters during a Special Mission (when the U-Boat is executing the mission while occupying the Mission (M/A) Travel Box only), receive a -1 modifier on the Aircraft Encounter Chart [A1] due to the shallow waters the U-Boat is forced to operate in. This modifier does not pertain to the other Travel Boxes while conducting a Special Mission.

[7.4.4] Success or failure of a Special Mission patrol assignment rests solely on whether or not the Special Mission was carried out successfully in the Mission (M/A) Travel Box, regardless of whether or not any ships were sunk during the patrol. This is an **exception** to 7.5.2. Any tonnage sunk still counts towards the total tonnage sunk by the U-Boat for all purposes.

§ **[7.4.5]** Random Events (12.0) cannot occur during a Special Mission patrol assignment in the Mission (M/A) Travel Box. They can occur in any other box during the mission.

[7.5] COMPLETING PATROLS

[7.5.1] A patrol assignment concludes once the U-Boat has completed transit, returned to base by entering the last Travel Box on its Patrol Track, and resolved any possible encounters there. Place the U-Boat marker in the In Port (Refit) box to indicate the patrol has ended and the Refit Phase will occur prior to the next patrol assignment being determined.

[7.5.2] The player updates their Log Sheet by totaling the tonnage of enemy shipping sunk, and indicates whether the patrol was a success or failure by placing an "S" or "F" respectively on the log sheet next to the patrol month. A patrol is a success if at least one enemy ship was sunk (**exception:** 7.4.4); otherwise the patrol is a failure. This is done to help keep track of when Crew Advancement may occur (11.1).

[8.0] PATROL ENCOUNTERS

GENERAL RULE

Several types of encounters may arise during a given patrol (involving enemy shipping or aircraft), and the likelihood and nature of an encounter is reflective of the patrol assignment itself. Shipping encounters vary by the number and type of ships you can engage.

PROCEDURE

For each Travel Box entered on the Patrol Track, consult the Encounter Chart [E1] to determine if an encounter occurs. If no encounter occurs, play immediately proceeds by advancing your U-Boat Marker to the next Travel Box and checking again. When a ship encounter occurs, proceed by following the Encounter Chart to determine the number and type of target ships being engaged, their size and ID, whether they are under escort, and the time of day the encounter will take place. For Aircraft Encounters, immediately resolve Aircraft Combat (9.8, Aircraft Encounters).

CASES

[8.1] TYPES OF ENCOUNTERS

[8.1.1] Roll once per Travel Box for a possible encounter. If no encounter occurs, nothing happens; advance the U-Boat to the next Travel Box and roll again. **Exception:** some Travel Boxes may contain a "x2" or "x3" indicator, which means you must roll for encounters that many times before advancing to the next Travel Box. Also, one may have to roll for an additional encounter when attempting to carry out a Special Mission (7.4.1, 7.4.2). An Inoperable Diesel engine will also require an extra encounter roll (10.2.1).

[8.1.2] The Encounter Chart [E1] specifies the type of engagement that occurs, either against enemy shipping or enemy aircraft. Engagements against shipping vary by number of ships and type (8.2, Determining Ship Size and ID), as well as whether or not an escort exists.

[8.1.3] Convoys always consist of four ships. Capital ship and Convoy encounters always include enemy Escorts. Engagements against individual ships or tankers that do not specify an Escort do not include an Escort. The following engagements do not include Escorts: Ship, Two Ships, and Tanker. *Note: convoys, of course, consisted of more than four ships in most cases. However, for game purposes, these four ships represent the ones in your vicinity that you may target.*

[8.1.4] Combat against ships is always voluntary. Players may decide, after identifying the target(s), to avoid combat altogether. If so, simply advance the U-Boat marker to the next Travel Box (or make the next roll if in a "x2" or "x3" box and you have not yet rolled that many iterations); the encounter has ended and the U-Boat is undetected.

[8.1.5] If an Aircraft Encounter occurs, immediately resolve the combat (9.8, Aircraft Encounters). You may not choose to avoid combat with Aircraft.

[8.1.6] Encounters are ignored when a Random Event is triggered (12.0, Random Events).

[8.2] DETERMINE SHIP SIZE AND ID

[8.2.1] Consult the Encounter Chart [E1] and roll 1d6 for each target ship to determine its general size. Use the Determine Ship Size Table at the bottom. For convoys, roll 4d6 to determine the size of the four target ships closest to your attack position.

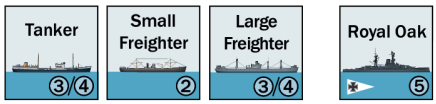
[8.2.2] To determine each ship's exact size and identity, roll on the appropriate Target Ship Roster to determine the ID and corresponding tonnage size for each target ship. Target rosters are provided for the following ship types and sizes:

- Small Freighter Target Roster [T1]
- Large Freighter Target Roster [T2]
- Tanker Target Roster [T3]
- North America Target Roster [T4]
- Capital Ship Target Roster [T5]

Note: six Capital ship targets automatically confer the Ritterkreutz award (Knight's Cross) to the U-Boat Kommandant if sunk; therefore, they are quite lucrative targets! Capital ship escorts were normally quite heavy, and accordingly receive a +1 on the Escort Detection Chart [E2] against you.

[8.2.3] For North America patrol assignments only, consult the North America Target Roster [T4] to determine the target ship(s) encountered.

[8.2.4] Record the tonnage of each ship on your Log Sheet, as it will count when determining level of victory. Optionally, you may record the target ship name as well for game replay narrative purposes only. *Historical Note: all ships identified on the target roster were actually sunk during the war. Optional target roster charts ([T6] and [T7]) are also included to add an additional 100 targets per ship size.*



[8.2.5] As you identify type and size of ship targets, select the corresponding Target Ship marker that will be placed on the U-Boat Combat Mat to resolve combat. The circled number(s) on the ship markers indicates the amount of damage required to sink the ship (based on the tonnage value of the ship). Generic markers are provided for small and large freighters and tankers. Each of the ten Capital ships is represented by its own unique marker. *Note: there are 3 small tankers on the target list that are 5000 tons or less. Unlike the vast majority of tankers, they only require 2 hit points to sink based on their tonnage.*

[8.2.6] Once ships have been identified, players may decline to attack. If so, the encounter is over and the U-Boat is undetected. Move your U-Boat to the next Travel Box (or make the next roll if in a "x2" or "x3" box and you have not yet rolled that many iterations).

Note: why decline to attack? Maybe you are low on torpedoes, and want to wait for a bigger target. Maybe you were hoping for an unescorted target because you only have ammunition for your Deck Gun and no torpedoes, or your U-Boat is damaged. You may decline to attack for any reason.

[8.3] DAY AND NIGHT ENGAGEMENTS

[8.3.1] For each engagement, consult the Encounter Chart [E1] and roll 1d6 to determine the time of day (Day or Night) for the encounter. The time of day can have an impact on torpedo attacks and detection, and Night Surface Attacks can only be conducted at Night, obviously.



[8.3.2] Once all ships have been identified (8.2, Determine Ship Size and ID), the player may attempt to switch from Day to Night at the risk of losing contact (**exception** undamaged Capital ships may not be changed from Day to Night). Consult the Encounter Chart [E1] to attempt changing to Night (there is never any reason to change to Day). You run the risk of losing contact with the target (on a roll of 5 or 6), in which case the encounter immediately ends.

[8.3.3] Once the time of day is determined, place the Day/Night marker on the U-Boat Combat Mat with the appropriate side face up.

[8.3.4] When Following target ships that are already damaged, no roll is necessary; the Kommandant may choose Day or Night (9.7.5).

[8.3.5] ARCTIC PATROLS. Due to the northern latitudes, Day/Night is determined differently based upon the month of the patrol.

Roll 1d6	Jan-Mar	Apr-May	July-Sep	Oct-Nov
Day	1-2	1-4	1-4	1-2
Night	3-6	5-6	5-6	3-6

It is *always* Day in June and Night in Dec.

[9.0] COMBAT

GENERAL RULE

Combat takes place during a patrol assignment when an encounter occurs, or as called upon by a Random Event. Your objective as U-Boat Kommandant is to target and sink as much enemy shipping as possible, while withstanding any possible escort depth charge attack or aircraft attack. Combat against enemy ships is voluntary, and may consist of several combat rounds, including the possibility to Follow a ship or Convoy with the hope of engaging it again. If Escorts are involved, enemy detection followed by depth charge attack may occur. A player may opt to withdraw from an engagement following the first round of combat. Note, however, that a U-Boat may have to withstand numerous rounds of escort depth charge attack until it is able to successfully escape detection to end an encounter. Aircraft attacks are resolved separately from shipping engagements (9.8, Aircraft Encounters).

PROCEDURE

The U-Boat Combat Mat [U4] is used to resolve attacks against enemy ships (9.2). Once all targets have been identified and placed on the Combat Mat, and the time of day has been determined, the U-Boat Kommandant must decide how to conduct the attack (or whether or not to attack at all). Choose between submerged or surface attack (including Night Surface Attack), as well as the range to engage the enemy targets. The existence of escorts can have a direct bearing on the aspect of the attack chosen, as this will determine if or when Escort Detection will occur.

Place Torpedo and/or surface gunnery Ammo markers from the U-Boat Display Mat into the Torpedo or Gun Attack box on the Combat Mat corresponding to the target selected. Resolve U-Boat attacks using the U-Boat Torpedo/Deck Gun Fire Chart [U1] and resolve any Hits by checking for any possible torpedo duds on the Torpedo Dud Chart [U2]. Apply all modifiers as necessary. Roll once for each Hit scored on the Attack Damage Chart [U3] to determine the amount of damage, if any, the ship target must absorb. Damaged ships should be noted by placing a checkmark on the log sheet to track them, and sunk ships should have their tonnage value on the log sheet circled to record the sinking. Under certain circumstances, the U-Boat may initiate another combat round or attempt to follow the enemy ship or Convoy. Note, however, that initiating another round of combat against an unescorted target involves rolling on the Add'l Round of Combat table of the Encounter Chart [E1], which runs the risk of escorts or aircraft arriving on the scene.

When escorts are involved, consult the Escort Detection Chart [E2]. If detected, the U-Boat undergoes an immediate depth charge attack by consulting the Escort/Air Attack Chart [E3] to determine if any Hits occur. Apply all modifiers as applicable. U-Boats may attempt to slip away from detection by declaring they are Exceeding Test Depth, but take Hull damage as a result. For each Hit scored on the U-Boat, which is recorded using the Incoming Hits marker on the Combat Mat [U4], consult the U-Boat Damage Chart [E4] to determine the nature of damage caused by each Hit. The result of damage inflicted is explained on the U-Boats Damage and Repair Chart [E5]. Be sure to place or adjust the appropriate Damage markers on the U-Boat Display Mat as damage occurs. The U-Boat must then try to withstand continued depth charge attacks by returning to the Escort Detection Chart [E2]. This process is repeated until the U-Boat either escapes detection, is destroyed, or is forced to the surface.

CASES

[9.1] U-BOAT COMBAT MAT

[9.1.1] Place all target ship markers on the U-Boat Combat Mat [U4]. There are four numbered columns, one for each target ship (four is the maximum number of targets possible in an encounter) that includes a number of boxes representing the amount of damage a ship can

absorb. Some target columns will be ignored if you have less than four target ships involved in the engagement. The size and total tonnage(t) of the ship determines which box the ship marker should initially occupy, based on the amount of damage it can absorb before being sunk.

***Example**: a large freighter of 7,600t would be placed in the 3 Damage box. A large freighter with 10,000t or more would be placed in the 4 Damage box. The large freighter marker itself displays a circled 3 and 4 indicating the total damage it can absorb prior to being sunk (based on its associated tonnage value).*

[9.1.2] Not all ship markers must be targeted for attack. You are simply placing all ships that are eligible targets for torpedo and/or surface gunnery fire. You may decide just to fire on one target ship, even if up to four ships are present, or no ships at all. If you decide not to attack, the encounter immediately ends. Skip detection.

[9.1.3] Place the Day/Night marker on the U-Boat Combat Mat [U4], with the appropriate side up indicating the current time of day for the engagement.

[9.1.4] Place the Range marker in the appropriate box that corresponds to the range the U-Boat will use to engage the enemy ships.

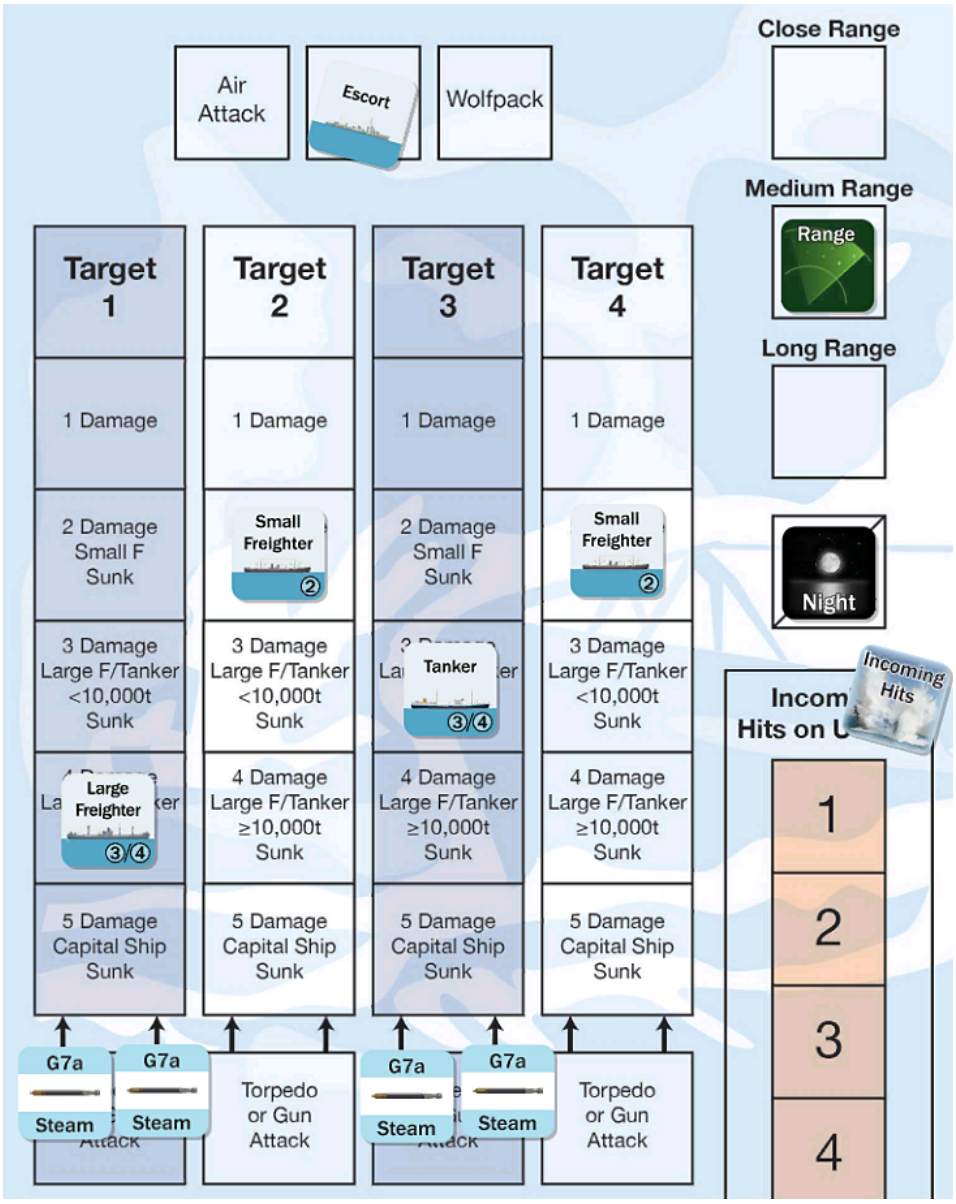
§ **[9.1.5]** Place the U-Boat Surface/Submerged marker in the appropriate box that corresponds to the approach your U-Boat is taking to engage the enemy ships.

[9.1.6] Place the Escort marker in the Escort box located above the four numbered target columns if escorts are present. This marker may also reflect Variable Escort Quality (14.6) when using this optional rule. If no escorts are present, the Escort box will be empty.

[9.1.7] The Air Attack box, located above the four numbered target columns, is for optional use only (14.7, Variable Aircraft Quality).

[9.1.8] The Wolfpack box is only used for Wolfpack Patrols against a Convoy target (7.2, Wolfpack Patrols). Roll to determine the status of the Convoy escorts (7.2.2) and place the appropriate Wolfpack Escort marker (Busy or Focused status side up) in the Wolfpack box. This modifier will apply for all Escort Detection [E2] attempts throughout the engagement.

[9.1.9] Place the Incoming Hits marker alongside the Incoming Hits on U-Boat Track, for possible use if the U-Boats comes under attack.



*Combat Mat set-up example. Your U-Boat is engaging a convoy (note the Escort marker present) at **Night** at **Medium Range**. Ship targets **#1 and #3 only** are being targeted with a torpedo salvo of **two G7a (steam) torpedoes each**. The tonnage value for the Large Freighter is at least 10,000t and the Tanker is less than 10,000t based on the space each occupies on the numbered Target track.*

[9.2] CONDUCTING SHIP COMBAT

[9.2.1] Decide if the U-Boat will be firing Forward or Aft torpedoes. Using both in the same round will make you easier to detect (+1 modifier on the Escort Detection Chart, 9.6) and may only be done via Night Surface Attack (9.5) or against unescorted targets. You may fire from as many or few tubes as you desire; you are not required to fire all torpedoes form the Fore or Aft tubes. Place torpedoes in the Torpedo or Gun Attack box on the Combat Mat that corresponds to the ship you are targeting. All torpedoes must be placed on the Combat Mat before rolling to see if the first torpedo hits. You may allocate your torpedoes any way you wish, including firing them all at one target.

[9.2.2] If firing at Close Range against ships with escort, roll on the Escort Detection Chart [E2] (9.6) ***prior to*** firing torpedoes. If at Medium or Long Range, you always fire your torpedo salvo prior to checking for Escort Detection.

§ U-Boats attempting to go to Close Range are detected on a modified 2d6 roll of 10 or higher. *Only* the year modifier and the Knight's Cross with Oakleaves and Swords modifier (-1) apply to this detectection roll. If the Kommandant is SW or KIA the Knight's Cross with Oakleaves and Swords modifier cannot be applied. If the boat is undetected, it may continue with its attack. If detected, however, it cannot attack, and undergoes an immediate depth-charging as if it had been detected normally. The detection/depth-charge process continues normally at that point.

If you are detected at Close Range, return the torpedoes to your U-Boat Display Mat, as they will not be fired or expended during this engagement (you must now escape detection from the Escort with no chance remaining to engage the enemy targets).

If not detected initially at Close Range, you must check again for Escort Detection after firing torpedoes, where all normal modifers apply, including +1 for Close Range. *Note: this is the calculated risk and double jeopardy of conducting an attack at Close Range against enemy ships under escort. You have to roll for Escort Detection twice (one before torpedo fire and again after torpedo fire), and once you are detected, you can never engage the enemy. Your sole focus becomes one of survival at which point you can decide if you are going to attempt to follow to re-engage.*

[9.2.3] Roll for each torpedo fired on the U-Boat Torpedo/Deck Gun Fire Chart [U1] to determine if any Hits are scored. Note the probability of scoring a Hit increases based on shorter range to the target ship. Certain modifiers may also apply; these are listed on the Chart.

[9.2.4] Consult the Torpedo Dud Chart [U2] and roll for each torpedo that scored a Hit. The probability of a dud is a reflection of torpedo type and date. *Historical Note: dud torpedoes were a huge problem for the Germans at the start of the war and did not get fully corrected for some time.*

[9.2.5] For any of your torpedoes that Hit [U1] and that are not Duds [U2], you now roll for damage on the Attack Damage Chart [U3]. The number of damage points scored is denoted by adjusting the position of the target ship upward on the Combat Mat. Any amount of damage that is insufficient to sink the target is considered to have "damaged" the target ship (important for Following purposes, 9.7.6). When sufficient damage has been incurred that is equal to or greater than the total amount of damage a ship can take, the ship is sunk. *Note: the Attack Damage Chart [U3] (as well as the Combat Display Mat [U4]) lists the total damage points required to sink each ship type.*

***Example**: following our Combat Mat set-up to the left, if the Large Freighter (Target #1) takes 3 damage points, it is moved up from the 4 Damage space to the 1 Damage space, indicating that it will be sunk if 1 more Damage Point is taken. If the Tanker (Target #3) takes 3 Damage Points, it is moved all the way up to the Target 3 space and considered sunk (no damage points remain that it can absorb).*

[9.2.6] Record a ship being sunk by circling its tonnage value on the log sheet. Denote a damaged but still floating ship by placing a checkmark next to it on the log sheet.

[9.2.7] A single round of combat typically involves U-Boat fire followed by an Escort Detection attempt (9.6, Escort Detection and Depth Charges) if any Escorts are present (**exception:** U-Boats detected at Close Range can not fire at enemy ships, 9.2.2), per the Combat vs. Escorted Ships outline on the U-Boat Combat Mat [U4]. If Escort Detection is successful, combat rounds will continue with repeated Escort Detection attempts and depth charge attacks until the U-Boat can escape detection or is sunk/forced to surface. The U-Boat Kommandant may also initiate an additional round of combat if engaging unescorted ships (9.4, Unescorted Ship Targets).

Historical Note: players may wonder why they cannot attack the escorts. Mainly, this was extremely ahistorical in the Atlantic (in contrast to the Pacific, where the American subs routinely attacked Japanese destroyers and other escorts). In the Atlantic, every torpedo that was not aimed at a merchant or tanker was essentially a wasted torpedo, as the Germans knew they could not directly beat the British and American navies. Exception was made for capital ships, due to the huge propaganda windfall resulting from such a sinking. Attacks against destroyers and other escorts, however, were seen as extremely dangerous (as they were) and a waste of precious resources, and accordingly it is not part of the game, even though it did occur on a few very rare occasions, mainly in the Norway campaign.

[9.2.8] At the end of an encounter you may reload your topedoes tubes if any reloads are available (procedure in 4.5). Reloading also occurs prior to an Add'l Round of Combat (9.4.3) or before trying to Follow a ship or convoy (9.7).

[9.3] SURFACE GUNNERY AND AMMO

[9.3.1] U-Boats conducting surface attacks against unescorted ships (only) are eligible to use their Deck Gun in conjunction with or in lieu of torpedo salvo fire. Deck gunnery fire is never permitted when escorts are present.

[9.3.2] The U-Boat Display Mat lists the total ammo capacity for the Deck Gun. Each Ammo marker is represented with a "1" or "2", indicating the number of ammo points or rounds that the marker represents. Up to two points of Ammo can be fired per combat round, and each point of ammo can be directed at a different target. *Note: each 1 point of Ammo represents approximately 25 actual rounds.*

[9.3.3] Firing a Deck Gun is similar to resolving torpedo fire, except that there is no need to consult the Torpedo Dud Chart (the shells are never duds). To conduct Deck Gun fire, roll on the U-Boat Torpedo/Deck Gun Fire Chart [U1]; any Hits scored are rolled for on the Attack Damage Chart [U3] to determine the amount of damage inflicted on the target ship.

[9.3.4] Flak guns are not used for surface gunnery fire against enemy ships. They are reserved for fire against enemy aircraft only (9.8, Aircraft Encounters).

[9.4] UNESCORTED SHIP TARGETS

[9.4.1] An encounter result of "Ship," "Two Ships," or "Tanker" means the target ship(s) are not escorted. They are effectively sitting ducks.

[9.4.2] Due to lack of escort, there is no Escort Detection conducted for the combat round. In effect, the U-Boat has a free shot and can fire at Close Range without running the risk of being detected before being able to fire. Follow the procedure in 9.2, Conducting Ship Combat, for the first round of combat, but do not roll for Escort Detection. *Note: typically in such cases, the U-Boat Kommandant may opt for a surface attack at Close Range in order to fire his Deck Gun (up to two points of Ammo) in lieu of, or in addition to, any torpedo salvo attack.* You may fire one weapon type (Forward Torpedo, Aft Torpedo, or Deck Gun) and see the result before firing the next type. But you must commit the number of Forward Torpedoes/Aft Torpedoes/ amount of Deck Gun Ammo before firing each *type* of weapon. You may fire the weapons in any order. When firing torpedoes, you use the -1 bonus as in 9.5.1 as you are using the UZO. Also, firing from both ends of the U-Boat does *not* incur the +1 penalty in 9.5.2 (you are not rushed).

***Example**: you come across a large tanker (13,000 tons) and decide to fire 3 Forward Torpedoes (you are low on ammunition). You only score 2 damage, not enough to sink the target. So you decide to fire your Aft Torpedo, scoring only 1 more point of damage. You then decide to use the Deck Gun, and commit 2 points of Ammo. The first point hits, sinking the tanker, but you still must expend the second Deck Gun Ammo point.*

[9.4.3] ADDITIONAL ROUND OF COMBAT. If, for whatever reason, an ***unescorted*** target was not sunk during the initial round of combat, the player may choose to initiate an additional round of combat. To do so, reload (if you have reloads available, 4.5.1) any torpedo tubes, and roll on the Add'l Round of Combat table on the Encounter Chart [E1]. If the result is "Escort," the target ship(s) are now considered to be under escort and Escort Detection is ***resolved immediately***, regardless of what range the U-Boat is to the target. If the U-Boat avoids this detection, it still must check for Escort Detection again for the new combat round, per the standard ship combat rules (9.2.2). If the result is "Aircraft," the U-Boat must abort the attack, dive immediately and resolve the Aircraft Encounter (9.8). If no "Escort" or "Aircraft" is encountered, the U-Boat has another round to attack the unescorted target without fear of Escort Detection or reprisal.

[9.4.4] There is no limit to the number of additional rounds of combat the U-Boat may pursue against unescorted targets. However, once escorts appear as a result of the Encounter die roll, no additional round of combat can be attempted following the round they appear (instead, refer to 9.7, Following Escorted Ship or Convoy).

[9.4.5] Additional rounds of combat are only permissible against unescorted ship targets.

[9.4.6] If the U-Boat is engaging an unescorted target and an Escort appears as a result of rolling for an Additional Round of Combat, the U-Boat is automatically considered submerged. No range modifiers apply. *Note: U-Boats may never be on the surface when Escorts are present during the day. They have effectively spotted the approaching Escort from a distance and have since submerged.*

[9.5] NIGHT SURFACE ATTACK

[9.5.1] If the encounter is at night, the player can conduct a Night Surface Attack. Although this allows for slightly better torpedo calculations due to the use of the UZO (UbootZielOptik or U-Boat target optical sight), starting in 1941 the likelihood of Escort Detection increases, reflecting the increasing Allied availability of surface radar. During the first round only, a Night Surface Attack also suffers from a negative modifier on the Escort/Air Attack Chart [E3], and the U-Boat cannot attempt to Exceed Test Depth (9.6.4) as the boat is essentially still too close to the surface.

[9.5.2] U-Boats conducting a Night Surface Attack may fire an immediate second salvo from the other end of the U-Boat as part of

their initial firing action. However, there is a negative modifier when rolling to hit on the U-Boat Torpedo/Deck Gun Fire Chart [U1] (for the second salvo only), while also increasing the likelihood of being detected if escorts are present [E2]. To conduct this second salvo, place available torpedoes (from the load section opposite the ones just fired; for example, if you fired Forward Torpedoes, you may fire the second salvo from the Aft Tube) onto the U-Boat Combat Mat and resolve this attack immediately. Resolve the torpedo attack normally (9.2.3) but with a +1 to hit. You must commit to this action before firing any torpedoes (i.e., you cannot wait to see the results of the first salvo before deciding to fire the second; note that this is different from an attack on an unescorted ship, where you can wait to see the results).

Note: Kommandants who are Knight's Cross holders disregard the firing penalty for firing a second salvo.

§ [9.6] ESCORT DETECTION/ DEPTH CHARGE CYCLE

The Escort Detection/Depth Charge Cycle consists of an attempt by the Escorts to detect your U-Boat. If successful, the Escorts will Depth Charge your ship. They then go to the beginning of this cycle and must attempt to Detect your U-Boat again. Each loop through this cycle constitutes a single round of combat. The Cycle ends with the U-Boat escaping the escorts, ending the Escorts' combat round and the encounter, or the U-Boat sunk/forced to surface, ending the game.

[9.6.1] U-Boats engaging enemy ships under escort must roll for Escort Detection [E2]. This roll occurs prior to conducting fire from Close Range and again after firing (if the U-Boat was not detected before firing). For Medium and Long range, the U-Boat may fire first and must then roll for Escort Detection.

[9.6.2] If a U-Boat wishes to conduct an additional round of combat against unescorted targets, a roll on the Add'l Round of Combat table of the Encounter Chart [E1] is required. On a roll of 3 or less, an Escort will arrive. This means an Escort has not only shown up on the scene, but the U-Boat must ***immediately*** undergo Escort Detection [E2]. If the U-Boat is undetected for this check, the U-Boat must check again for Escort Detection during the same combat round, per 9.6.1, after firing. Hence, the escorts get two detection attempts for the round, just as if it were an attack at Close Range.

[9.6.3] All modifiers are cumulative for both Escort Detection attempts and for Escort/Air Attack. The Night Surface Attack modifier is used every round for Escort Detection but only the first round for Escort/Air Attack. The Firing Fore and Aft modifier is only used on the first round of Escort Detection.

[9.6.4] EXCEEDING TEST DEPTH. U-Boats may attempt to slip away from the escorts by declaring they are exceeding test depth—but this is a risky proposition. Prior to conducting the Escort Detection attempt, the player must decide if he is going to attempt to increase his chances to slip away by exceeding test depth and diving deeper than is safe. The U-Boat automatically takes one Hull damage and then rolls 2d6.

- If the roll is less than the current number of damaged Hull boxes, the U-Boat implodes and sinks.
- If the roll is equal to the current number of damaged Hull boxes, the U-Boat takes one additional Hull damage, and immediately rolls again.
- If the roll is greater than the current number of damaged Hull boxes, there is no effect, and the Escort detection roll gets the -1 favorable modifier to escape detection (this round only).

[9.6.5] There is no limit to the number of times a U-Boat may attempt to exceed test depth, although it may only be attempted once per combat round, following the procedure above. Each time the U-Boat must absorb at least one Hull damage and roll 2d6 as explained above.

[9.6.6] U-Boats cannot exceed test depth during the first combat round of a Night Surface Attack. They are considered too close to the surface at this time.

Design Note: taking your U-Boat deeper than it was designed to go is obviously suicide if you've already suffered significant hull damage. However, there may be situations when you have little or no hull damage yet, but have suffered leaking fuel tanks, battery damage, etc. In those cases you may wish to consider using this option. Although some players may think they can abuse this by constantly using it, the mandatory one Hull damage means they will always be refitting for at least one extra month per patrol, reducing their time at sea in the long run.

§ **[9.6.7]** To check for Escort Detection, add/subtract all the modifiers listed under the Escort Detection Chart [E2] to get a single addition/subtraction Die Roll Modifier (DRM). Roll 2d6 and apply the DRM. On a modified roll of 8 or less, or an unmodified roll of 2, the U-Boat is undetected, and the encounter ends. On a modified roll of 9-11, the U-Boat is detected and will undergo a depth charge attack on the Escort/Air Attack Chart [E3]. If a modified 12 is rolled, the U-Boat will undergo an attack on the Escort/Air Attack Chart [E3] with a DRM of +1 in addition to any other DRMs that apply.

[9.6.8] Once a U-Boat is detected, it undergoes a depth charge attack by rolling on the Escort/Air Attack Chart [E3]. To resolve the attack, add/subtract all the modifiers listed under the Escort/Air Attack Chart. Then roll 2d6. This determines the number of Hits inflicted on the U-Boat, which can be tracked on the U-Boat Combat Mat [U4] using the Incoming Hits marker. On a modified roll of 2-3, the U-Boat suffers no damage, but it still must undergo another Escort Detection attempt. On a modified roll of 13 or more, the U-Boat is immediately sunk and the game ends. See 5.2, Determining Victory, to see how you did. If the modified roll was 4-12, a number of Hits will be inflicted on the U-Boat.

Note: the modifier "KMDT is KC+O+S" means that the Kommandant has been awarded the Knight's Cross with Oakleaves and Swords.

[9.6.9] If any Hits were inflicted, you must roll a 1d6+1d6 for each Hit. Use dice of two different colors and designate one to be the "tens" digit and the other to be the "ones" digit. This will produce a result between 11 and 66. Roll the two dice once for each Hit inflicted, and find the result on the U-Boat Damage Chart [E4]. Immediately mark any damage with damage markers for each Hit before rolling for the next. If any of the hits affect the Crew, resolve the Hit immediately on the U-Boat Damage and Repair Chart [E5] before resolving the next hit (9.6.10 below for procedure). Hits with "x2" after them count as 2 of that type of Hit (but do not reduce the number of Hit determination die rolls). If any Hit sinks the U-Boat (either immediately or because of accumulated Hull damage) or forces it to the surface (because of accumulated Flooding), the game is over; see 5.2 to determine your level of victory.

[9.6.10] CREW HIT RESOLUTION. If while rolling for damage effect a Crew Hit is the result, go to the U-Boat Damage and Repair Chart [E5]. Roll 2d6 (no modifiers) to determine which crew member is affected. If the affected crew member is already KIA or not present (the Abwehr agent will only be present on that type of mission) then treat as "no effect." Otherwise, roll 1d6 to determine the severity of the wound.

[9.6.11] If the Hull Damage marker reaches the last box, the U-Boat is sunk (the hull has been crushed by damage and water pressure). If the Flooding marker reaches the last box, then the U-Boat is forced to surface and you must attempt to scuttle, per 10.9. In either case, the game is over; see 5.2, Determining Victory.

[9.6.12] Once detected, continue the Cycle by going back to 9.6.3. Note that for the second and all subsequent loops through the Cycle, the Escorts receive a +1 (total, not cumulative per loop) DRM for having previously detected your U-Boat. The Cycle (and the encounter) ends with either the U-Boat escaping through a failed Detection roll by the Escorts (9.6.7), or with the U-Boat sunk or forced to surface (9.6.11), in which case the game is over.

***Example**: your U-Boat is detected after attacking while submerged at Medium Range. The attack was during the Day, and you used G7a (Steam) torpedoes. So the Escorts will receive a +1 on the Detection Attempt. The Escorts roll an 8, which becomes a 9, and you are detected. If you survive the depth charge attack, the Escorts will receive a +1 for the Day use of G7a torpedoes and a +1 for Previous Detection (and depending on what damage you took, possibly more additions to the die roll) for a total of +2. On the next roll, the Escorts get a 9, which becomes an 11, so you are detected. If you survive, the Escorts are still at +2 (+1 for G7a torpedoes in Day and +1 for Previous Detection), assuming no other damage. You do not add a second +1 for Previous Detection.*

[9.7] FOLLOWING ESCORTED SHIP OR CONVOY

[9.7.1] Generally, once the initial combat round is completed, the encounter ends and the player advances his U-Boat marker to the next Travel Box on the appropriate Patrol Track. However, if a player wishes to continue to engage an escorted ship or Convoy, the U-Boat marker remains in its current Travel Box so the U-Boat can attempt to Follow the ships or Convoy it is presently engaged with. Please note that all rules in this section pertain both to Convoys and Escorted ship results (Ship + Escort, Two Ships + Escort).

[9.7.2] Following is not permitted against unescorted ships. Instead, the U-Boat Kommandant can consider an additional round of combat (9.4.3).

[9.7.3] U-Boats that have been detected, and perhaps even damaged by escorts, can attempt to Follow the ships or Convoy previously engaged once they have escaped detection. Be sure to conduct any U-Boat Repairs (10.7) prior to attempting to Follow.

[9.7.4] Due to its inherent speed, a Capital ship can never be followed unless it is damaged. This also means you may not Follow to change Day to Night and is an exception to 8.3.2. Furthermore, a damaged Capital ship always retains its escort (no need to roll to determine if the escort remains with them, per 9.7.6).

[9.7.5] If Following is successful (see 9.7.6 for procedure), roll to determine time of day (8.3). If Day is rolled, the U-Boat Kommandant may attempt to switch to Night (8.3.2). If the target ships are already damaged, no roll is necessary; the Kommandant may choose Day or Night.

[9.7.6] If any ships have been damaged (noted on the Log Sheet with a checkmark next to the target as well as their current position on the U-Boat Combat Mat), ***Following is automatic.*** Roll 1d6. If there is only one damaged ship to Follow (instead of Following the Convoy), on a roll of 1-4 it remains under escort. On a 5-6, it is now unescorted. When Following more than one damaged ship, on a roll of 1-4, the damaged ships stay together and are still considered under escort; normal combat rules apply (9.2, Conducting Ship Combat). On a 5-6, any damaged ships become an unescorted "straggler" and separate from one another. In all cases, undamaged ships from the original encounter are no longer present. The U-Boat Kommandant must now decide which damaged ship will be followed and targeted during the next combat round (only one ship can be selected).

[9.7.7] When attempting to follow a ship or Convoy, roll 1d6. On a roll of 1-4, the U-Boat has successfully Followed the ship or reengaged the Convoy and must roll to identify the four ships encountered (as if a "Convoy" was rolled on the Encounter Chart [E1])—the assumption here is that the U-Boat is approaching the Convoy from a different perspective, presenting a fresh set of target ships. On a 5-6, the Convoy slips away, and the engagement ends. Advance the U-Boat marker one Travel Box and continue the patrol. Note if Following a Ship + Escort or Two Ships + Escort you do not re-roll for ID (or Escort Quality if using Optional Rule 14.6).

Note: a Convoy in the hand is worth two in the bush, so to speak. It is almost always advantageous to try and follow a Convoy unless you strongly desire some other type of encounter. Since Convoys are automatically escorted, having a highly damaged U-Boat may influence this decision.

[9.7.8] There are two basic Following options to decide upon when engaging a ship or Convoy. You can choose to either Follow any damaged ships (which is automatic, per 9.7.6), or may instead attempt to disregard any damaged ships and attempt to Follow the Escorted undamaged ship or Convoy instead, per 9.7.7. When choosing to Follow any damaged ship that was part of a Convoy, contact will be lost with the Convoy and it cannot be Followed again. In essence, the engagement is reduced in scope to the damaged targets being Followed in order to finish them off. *Note: the implication here is it may be profitable, depending on the situation of the U-Boat, to attempt to Follow the Convoy instead of going for the automatic Following against damaged ships.*

[9.7.9] U-Boats that successfully Follow treat the coming combat as though it were a new encounter, and not a second round of combat, but skipping steps that are inappropriate (for example, if you followed damaged ships, or one or two undamaged ships + Escort, then you do not ID the targets as you already know what they are). You are not required to use the same tactics as in the previous attack (Range, Night Surface, Forward/Aft, etc.). You may reload your torpedo tubes (providing you have reloads available, see 4.5.1).

§ **[9.7.10]** You cannot decline to attack in order to get more chances at having an escort leave a damaged ship. If you do not attack with at least one torpedo after having followed a damaged ship that is still escorted, the encounter ends. Obviously you are not required to attack: if you had hoped the escort left, but he did not, you may decline to attack. But doing so ends the engagement and the damaged ship gets away.

Summary: there are two basic ways the U-Boat Kommandant can extend an engagement beyond the initial combat round (not counting U-Boats coming under escort depth charge or air attack). The distinction between an *additional round of combat* and *choosing to Follow a ship or Convoy* is that an *additional round of combat* is only permitted against **unescorted ship targets**—Following is not an option. In the case of engagements involving **escorted ships or convoys**, Following is the **only** option available to extend an engagement.

[9.8] AIRCRAFT ENCOUNTERS

GENERAL RULE

Your U-Boat may become susceptible to an Aircraft Encounter while on patrol. Aircraft Encounters are more likely to occur when conducting a Special Mission, moving through Transit Boxes (especially the Gibraltar Passage or Bay of Biscay), or when rolling on the Add'l Round of Combat table. Hopefully you will spot the enemy aircraft in time to successfully crash dive and avoid an aerial attack!

PROCEDURE

When an Aircraft Encounter occurs, begin by consulting the Aircraft Encounter Chart [A1]. The result will indicate whether an air attack occurs (up to two separate air attacks) or not. If no attack occurs, the encounter ends. If the air attack succeeds, the U-Boat consults the Flak Attack vs. Aircraft Chart [A2], with Flak combat results being considered simultaneous with the air attack results. The relative success of the Flak attack will dictate when the engagement may end, while a failed Flak attack could result in additional rounds of combat, including the possible arrival of escorts.

§ **[9.8.1]** When an Aircraft Encounter is rolled, the U-Boat will immediately attempt to dive to escape attack. Consult the Aircraft Encounter Chart [A1] and roll 2d6. If a modified 6 or more is rolled, there is no air attack. The aircraft was fortunately seen in time, and the U-Boat was able to successfully crash dive to avoid possible damage, which ends the encounter; the U-Boat does not fire Flak. If a modified 5 or less is rolled, one or possibly even two attacks must be resolved on the Escort/Air Attack Chart [E3]. If the Encounter was rolled when attempting an additional round of combat vs. an unescorted target, the target escapes, even if the Aircraft is unable to attack. The Aircraft has driven off the U-Boat.

[9.8.2] Should an aircraft be able to carry out an attack, resolve the combat by applying a +2 modifier on the Escort/Air Attack Chart [E3] (along with the 1943 +1 modifier, if applicable; no other modifiers apply). Each Hit scored on the U-Boat requires rolling a 1d6+1d6 on the U-Boat Damage Chart to determine the type of U-Boat damage incurred. Furthermore, one U-Boat Crew Injury occurs automatically, in addition to any other damage incurred (in effect, treat as if there was a free die roll on the U-Boat Damage Chart which resulted in a "Crew Injury").

[9.8.3] The U-Boat fires its Flak guns against the enemy aircraft (only if the Flak gun(s) are operational, see 9.8.4), and this fire resolution is considered simultaneous with the air attack resolution. In effect, it is possible for a U-Boat to shoot down an aircraft that sinks it, as happened several times historically. Consult the Flak Attack vs. Aircraft Chart [A2] to determine the result:

- If the aircraft is "Shot Down," any possible second air attack (if a modified 1 or less was rolled on the Aircraft Encounter chart) no longer occurs. Ignore the second air attack and the engagement ends.
- If the aircraft is "Damaged," any second attack still occurs. However, the encounter ends following the second air attack.
- If the Flak fire result is a "Miss," the

enemy aircraft shadows the U-Boat after completing its own attack. In effect, the engagement continues by consulting the Add'l Round of Combat table on the Encounter Chart [E1]. This may result in either an escort arriving, which then rolls for detection on the Escort Detection Chart [E2], or a new aircraft arriving on the scene. When rolling for detection, escorts do receive the Previous Detection +1 modifier. New aircraft generated by Add'l Round of Combat table go immediately to the Escort/Air Attack Chart [E3] to resolve combat (the U-Boat is automatically detected). The U-Boat may not fire Flak during the second (and any subsequent) round; it is considered submerged by this point. *Note: in effect, an aircraft attack may generate another aircraft attack, so on and so forth, if the player is extremely unlucky with their Add'l Round of Combat dice roll.*

[9.8.4] A Flak attack is not permitted if all the U-Boat's Flak guns are damaged and/or inoperable. For game play purposes, the Flak attack is considered a "Miss", which results in an automatic check on the Add'l Round of Combat table if there is no operable Flak gun.

[9.8.5] FLAK MODIFIERS. The 2cm Flak gun was poorly placed on the Type VIIA boats, so it receives a +1 modifier to hit. This was corrected on later Type VII boats. Type IX boats were equipped with two Flak guns; if both are operational, it receives a -1 to hit modifier. If one has been knocked out, it fires with no modifier. Obviously, if any type of U-Boat has all Flak guns inoperable, it cannot shoot at aircraft. Deck guns cannot fire at aircraft (the 8.8cm deck gun on the Type VII boats was not the same as the Luftwaffe 88mm Flak gun). For the purposes of the game, Flak ammunition is in unlimited supply and is never depleted as may occur with torpedoes or deck gun ammo during the course of a given patrol.

[9.8.6] GIBRALTAR PASSAGE AND BAY OF BISCAY. It's worth noting the unfavorable die roll modifiers when checking for Encounters [E1] for these named locations, including when rolling on the Add'l Round of Combat table. Patrols later in the game (1942, 1943) also increase the likelihood that an Aircraft Encounter may occur.

[9.8.7] Only the Type VIIC Flak U-Boat fires Flak after the first aircraft combat. All other U-Boat types dive after the initial aircraft attack and so do not fire again. For the special capabilities of Type VIIC Flak U-Boat against enemy aircraft, see 11.4.7.

[10.0] U-BOAT DAMAGE

GENERAL RULE

When a U-Boat comes under attack, damage may result. The U-Boat Display Mat is used to track damage to specific systems or injury/KIA results to your crew. Damage markers (both generic Damage markers and specifically named Damage markers identified by system type) are provided to track the status of all systems, whether they become damaged or are made Inoperable. Injury and KIA markers are likewise provided to track status of your U-Boat Crew, including specific crew members. Repairs can be attempted on damaged systems once all combat rounds have been completed, typically at the end of an engagement but before any Following attempt (9.7) is rolled (**exception:** additional flooding is checked for at the end of each individual combat round of an engagement).

The impact of U-Boat non-lethal damage to specific named systems or crew members is comprehensively listed on the U-Boat Damage and Repair Chart [E5]. Further explanation of damage results on specific systems and crew are covered below.

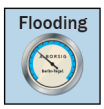
PROCEDURE

When U-Boat Damage incurs as a result of rolling 2d6 on the Escort/Air Attack Chart [E3], record the number of Hits scored by placing the Incoming Hits marker on the appropriate numbered space of the Incoming Hits on U-Boat Track on the U-Boat Combat Mat. For each Hit scored, roll 1d6+1d6 on the U-Boat Damage Chart [E4] to determine the type of damage incurred. Immediately place the appropriate Damage marker on your U-Boat Display Mat that corresponds to the type of damage incurred. For example, you can place a generic Damage marker onto the named space on your U-Boat Display Mat corresponding to the type of damage taken. When "Crew Injury" is the result, immediately consult the Crew Injury Table on the U-Boat Damage and Repair Chart [E5] to determine the crewman affected, and then roll to determine the extent of the injury, including possible KIA result. Place the corresponding Light Wound (LW), Severe Wound (SW), or Killed in Action (KIA) marker on the corresponding Crew space on your U-Boat Display Mat.

Damage results apply ***immediately*** (even before Repairs can be attempted, per 10.7) and can have a negative impact on your U-Boat while it is actively engaged in combat during a given encounter. Consult the U-Boat Damage and Repair Chart [E5] to determine the negative impact, if any, for a damaged system for the remainder of your engagement. ***Example****: damaged Dive Planes or your Kommandant becoming severely wounded results in an immediate negative modifier for Escort Detection [E2], making it more difficult for your U-Boat to escape detection and withstand further depth charge attacks during the current encounter.*

CASES

[10.1] FLOODING



[10.1.1] For the first Flooding Hit scored, place the Flooding marker in the first space on the Flooding Damage Track on your U-Boat Display Mat. For each additional Flooding Hit taken, advance the Flooding marker one space to the right on the Flooding Damage Track.

[10.1.2] When the Flooding marker enters the final space of your Flooding Damage Track, the crew must blow ballast, immediately surface, and attempt to scuttle the U-Boat (10.9). This action is taken immediately; ignore any remaining Hits that have not yet been resolved.

[10.1.3] ADDITIONAL FLOODING. Following any combat round in which the U-Boat sustained at least one Flooding damage result, the U-Boat must check for additional flooding damage. Roll 1d6 with a 5-6 resulting in additional flooding; immediately advance the Flooding marker one space on your Flooding Track. On a roll of 4 or less, no additional flooding occurs. Note that if your LI (Engineer) is rated "Experte," you receive a –1 favorable die roll modifier. If your LI is KIA or SW, all additional flooding die rolls receive an unfavorable +1 modifier.

[10.2] ENGINES

COMMENTARY: electric engines are used while the U-Boat is submerged; diesel engines are for surface running.

[10.2.1] If one Diesel engine becomes Inoperative, the U-Boat must abort the patrol (10.8, Patrol Abort) and roll twice when checking for possible encounters (10.8.3) for each Travel Box entered as it heads home. If both Diesel engines are Inoperable, the boat is towed home if within one Travel Box of its base (the final Travel Box on the Patrol Track). Otherwise, the U-Boat must be immediately scuttled (10.9.4).

[10.3] HULL



[10.3.1] For the first Hull Hit inflicted, place the Hull Damage marker in the first space on the Hull Damage Track on your U-Boat Display Mat. For each additional Hull Hit taken, advance the Hull Damage marker one space to the right on the Hull Damage Track.

[10.3.2] Hull damage is non-repairable at sea. When the Hull Damage marker enters the final space of the Hull Damage Track, the U-Boat is sunk with a loss of all crew.

[10.3.3] The amount of Hull damage will impact the length of Refit for the U-Boat (10.10).

[10.3.4] Each time the U-Boat attempts to escape detection by Exceeding Test Depth (9.6.4), the U-Boat must automatically incur one Hull Hit; advance the Hull Damage marker one space on the Hull Damage Track. In addition, note the 2d6 roll, which could result in additional Hull damage when the U-Boat Exceeds Test Depth.

[10.4] FUEL TANKS

[10.4.1] Damaged Fuel Tanks result in negative modifiers for Escort Detection and Escort/Air Attacks.

[10.4.2] If Repair of Fuel Tanks fails, the U-Boat must abort its patrol (10.8).

[10.5] CREW INJURY

COMMENTARY: the U-Boat crews consisted of roughly 50 men, plus or minus based on the type of boat. For game purposes, 5 individual

designated crewmen (plus possible Abwehr Agent) are individually tracked, along with 4 generic Crew boxes representing the remaining crew onboard.



[10.5.1] When a Crew Injury results on the U-Boat Damage Chart [E4], immediately consult the Crew Injury Table of the U-Boat Damage and Repair Chart [E5] to determine the results of the crew injury. The three possible results for crew injury are Light Wound (LW), Serious Wound (SW), and Killed in Action (KIA).

[10.5.2] If the U-Boat Kommandant is Killed in Action (KIA), the game immediately ends. Proceed to check your Victory Level (5.2).

[10.5.3] If the result is SW or KIA, the affected crewman cannot perform his duties, with the following effects:

KOMMANDANT: if the Kommandant becomes SW, the 1st Watch Officer (1WO) takes over the boat (resulting in a negative modifier for Torpedo/Deck Gun Fire [U1] and Escort Detection [E2], per chart modifiers).

1WO: no effect, unless he was in charge. If so, the 2nd Watch Officer (2WO) takes over the U-Boat (resulting in a negative modifier for Torpedo/Deck Gun Fire [U1] and Escort Detection [E2], per chart modifiers).

2WO: no effect, unless he was in charge. In that case, the LI takes over the U-Boat and the U-Boat must immediately abort patrol and return to base (10.8, Patrol Abort).

DOCTOR: all SW crewmen may suffer loss of life. Roll 1d6 for each SW crewman when entering a new Travel Box, before checking for possible encounter. A roll of 1-3 is no result, a roll of 4-6 is a KIA result. *Historical Note: usually only Type IX boats carried actual doctors. On most Type VII boats, one crewman was normally given medical training, and this represents that crewman.* If the Doctor is not SW or KIA, then no survival rolls are needed for SW crewmen.

LI (Engineer): all Repair rolls suffer +1 negative modifier, which includes when checking for additional flooding between combat rounds.

CREW: no effect. However, if ALL generic Crew boxes are SW or KIA, then any Aircraft Encounters (9.8) receive a –1 modifier, which reflects the additional difficulty the U-Boat has in operating shorthanded. Unwounded generic crewmen must absorb wounds before additional wounds can be applied to previously wounded crew boxes. Any LW crew spaces must absorb second wounds before SW crewmen.

ABWEHR AGENT: if there is no Abwehr Agent on your patrol, because you are not conducting this Special Mission, or you have already dropped the agent off, ignore this result. If, however, you are conducting a Special Mission involving Abwehr Agent Delivery and the agent is seriously wounded or killed BEFORE he is delivered, the mission is considered a failure, despite any ships you sunk on the patrol.

[10.6] MULTIPLE DAMAGE RESULTS

[10.6.1] Flooding and Hull Damage results are cumulative. Track each damage result by placing or advancing the respective damage marker on the Hull or Flooding Damage Track on the U-Boat Display Mat.

[10.6.2] Crew Damage may also be cumulative (i.e. 2x LW = SW, 2x SW = KIA), per the Crew Injury Table on the U-Boat Damage and Repair Chart [E5]. However, an LW result has no effect on a crew space that is already SW.

[10.6.3] No other damage results are cumulative. Recurring damage for a system that is already damaged (or is not present, such as the 3.7cm Flak gun on a Type VII boat) is treated as "No Effect." **Exception:** 10.6.1 and 10.6.2.

[10.6.4] A result of "Flak Gun(s)" damages all Flak guns, should the U-Boat carry two or more Flak guns.

[10.7] REPAIRS

GENERAL RULE

Repairs on damaged systems are conducted while out on patrol once all combat rounds have been completed, typically at the end of an engagement but *before* any Following attempt (9.7) is rolled. The results of Repair attempts are reflected on the U-Boat Display Mat, resulting in either the Repair being successful and the Damage marker being removed, or the Repair failing, which results in the system becoming Inoperable for the remainder of the patrol. Inoperable systems are fixed during Refit (10.10).

PROCEDURE

Once all combat rounds are completed, but before rolling for any possible Following attempt (9.7), remove the Flooding marker – all Flooding damage is always pumped out. Then roll 1d6 on the U-Boat Damage and Repair Chart for each system that has become damaged as a result of combat conducted during the current encounter.

[10.7.1] Identify all U-Boat named systems that have become damaged and are currently marked with a Damage marker in their space on the U-Boat Display Mat. All these systems will now attempt Repair.

[10.7.2] Roll 1d6 under the table corresponding to the system that has become damaged on the U-Boat Damage and Repair Chart to determine if the Repair has been successful.

[10.7.3] "Experte" LI provide a favorable –1 modifier for all repair attempts, so long as the LI is not SW or KIA.

[10.7.4] If the Repair attempt is successful, immediately remove the corresponding Damage marker from the U-Boat Display Mat. The system is now considered to be fully operational.

[10.7.5] If the Repair attempt fails, flip the corresponding Damage marker over to indicate the system is now Inoperable. You may not attempt to Repair an Inoperable system at sea.

[10.7.6] Consult the U-Boat Damage and Repair Chart [E5] to determine the negative impact, if any, of a Damaged system becoming Inoperable for the remainder of your patrol. An Inoperable system may result in the U-Boat having to abort the current patrol. ***Example**: if the Fuel Tanks become Inoperable due to an unsuccessful Repair attempt, the U-Boat must abort its patrol.*

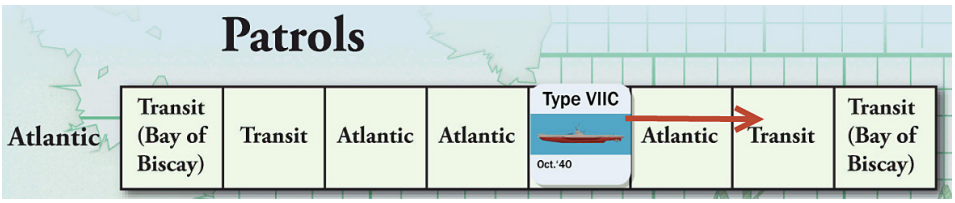
[10.7.7] All Inoperable systems are automatically repaired during Refit once the U-Boat has returned to base and concluded its patrol (10.10, U-Boat Refit).

REMINDER: this bears repeating. Damage results apply ***immediately*** (even before Repairs can be attempted) and can have a negative impact on your U-Boat while it is still actively engaged in combat during a given encounter.

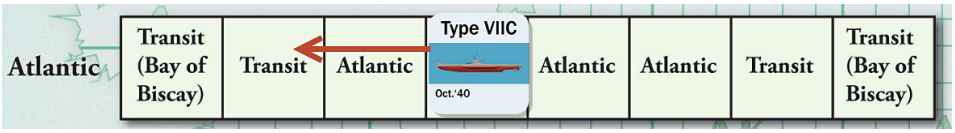
[10.8] PATROL ABORT

[10.8.1] Certain results require your U-Boat to abort patrol as a direct result of a damaged system becoming Inoperable, as specified on the U-Boat Damage and Repair Chart.

[10.8.2] To abort the patrol, immediately place the U-Boat marker in the nearest Transit Box space and roll for an encounter normally. Continue moving towards your home base, rolling for encounters in each Transit Box, until



When aborting a patrol, place the U-Boat Marker in the nearest Transit Box (10.8.2) and roll for Encounter normally for each Transit Box until returning to either Base. If nearest Transit Box is equidistant in both directions, select either one.



you reach the base. *Note: the U-Boat can move backwards on the track if the nearest Transit Box is located where it initially embarked.*

[10.8.3] If the U-Boat has one Inoperable Diesel engine, it must roll twice per Travel Box entered for possible encounters.

[10.8.4] U-Boats that are aborting patrol are not allowed to initiate combat, although they may be attacked if detected by ships or aircraft. This includes encounters with unescorted ships—the U-Boat may not initiate combat.

[10.8.5] The Kommandant can always abort a patrol voluntarily. This can be due to whatever reason the player desires, although this is normally due to significant U-Boat damage or lack of torpedoes. Aborting a patrol does not necessarily mean the patrol is a failure. See 7.5.2 and 7.4.4 for success/failure criteria for a mission.

§ **[10.8.6]** If a Type IX U-boat aborts *before* the halfway point of its patrol, the patrol is considered to only have taken one month, not two, and a "P" is not placed below the current patrol's month. Remember to add any "x2" or "x3" boxes when determining the halfway point.

[10.9] SCUTTLING

[10.9.1] Certain results require the Kommandant to order his crew to scuttle the U-Boat. For example, if the Flooding Damage marker enters the last space on the Flooding Damage Track, the U-Boat must immediately surface so the crew can attempt to scuttle it.

[10.9.2] Scuttle attempts due to flooding are resolved by rolling 2d6. On a roll of 2-11, the scuttle is successful. If the roll is 12, the scuttling fails and the U-Boat is captured. In either case, the crew is captured and become prisoners of war.

[10.9.3] Apply an unfavorable +1 modifier to the scuttle attempt if the Kommandant is SW.

[10.9.4] If both Diesel engines are inoperable, and the U-Boat is more than one Travel Box away from port, the U-Boat is automatically considered to have successfully scuttled. However, roll 2d6 to determine if the crew is successfully recovered. On a roll of 2-10, the crew is rescued (and the game continues with the Kommandant receiving a U-Boat reassignment). On a roll of 11-12, the crew is lost at sea and the game ends.

[10.9.5] Apply an unfavorable +4 modifier to the crew rescue attempt if the U-Boat radio is Inoperable.

[10.10] U-BOAT REFIT

GENERAL RULE

When a patrol is completed, the U-Boat undergoes Refit before going out on its next patrol assignment. Crew recovery from injury is also determined. U-Boats always undergo a minimum Refit period of one month, but the extent of U-Boat damage or injury to the Kommandant can lengthen the number of months required to complete Refit and be eligible to begin the next patrol assignment.

PROCEDURE

The base minimum duration for Refit is one month. Add to this an additional month of Refit if three or more systems are Inoperable. Add to this one additional month for each increment of three (or fraction thereof) of Hull damage sustained. Total the number of months for Refit, and place an "R" next to the month(s) on the Patrol Log Sheet immediately following the completed patrol. The next month beyond the Refit period indicates the start date for the next patrol.

CASES

[10.10.1] Every U-Boat automatically spends a minimum of one month to conduct a Refit before it is able to begin its next patrol assignment.

[10.10.2] Any type of damage (excluding Hull damage) that has not been repaired upon return to base is repaired "for free" for up to two systems (two boxes on the U-Boat Display Mat marked Inoperable); that is, the damage is repaired during the mandatory one month Refit. If three or more systems are marked Inoperable at the start of the Refit, one additional month is added for the Refit period. The maximum duration added for Refit, regardless of number of Inoperable systems, is one month only (any number of damaged systems above two adds just one extra month).

[10.10.3] The length of refit can vary based on the level of Hull damage absorbed. For every three spaces of Hull damage (or fraction thereof), one additional month is added to the Refit period. Example: for 5 spaces of Hull damage incurred, the Refit period would be extended by 2 months. If 7 spaces of Hull damage were incurred, the Refit period would be extended by 3 months. *Note: the Hull Damage Track on the U-Boat Display has a darker line dividing the points at which the length of Refit would be extended, along with a note in white text along the track to serve as a reminder.*

***Example**: Type VII U-Boat returns to base with a damaged periscope, fuel tanks, dive planes, and 5 Hull damage boxes. The duration for the Refit period will be four months, calculated as follows: **one** month (per base minimum, 10.10.1) plus **one** month for damaged systems since it exceeded two systems (10.10.2), plus **two** months for Hull damage (10.10.3).*

[10.10.4] For each month of Refit required, place an "R" next to the month(s) on the Patrol Log Sheet immediately following the completed patrol. The first month beyond the Refit period indicates the start date for the next patrol.

§ **[10.10.5]** If a U-Boat returns and requires 5 months to conduct a Refit, the player automatically receives a new U-Boat of the same type (and latest model), per 11.4.2. If a U-Boat is replaced, any permanent assignment to the Arctic or the Mediterranean is cancelled.

[10.10.6] EXTENDED PATROL LENGTH. Type IX (all models) and Type VIID U-Boats conducted patrols of greater duration. Place a "P" in the first month row of the Patrol Log Sheet upon return to base to reflect this extended patrol period before placing an "R" to log months used for Refit (**Exception** 10.8.6).

***Example**: if Type IX U-Boat conducts a British Isles patrol for the month of September, October would have a "P" written in it (reflecting the boat still being out on patrol) and November would be the first month that would have an "R" written to reflect the first month used for Refit. Assuming the U-Boat incurred no damage, it would begin its next patrol in December.*

[10.10.7] CREW INJURY RECOVERY. Crew Injury Recovery is performed during Refit; see 10.11 for details.

[10.11] CREW INJURY RECOVERY

GENERAL RULE

Any crewman, either individual crew member or generic crew box, suffering a Serious Wound (SW) will require a period to recover from their injury. Recovery takes place during the U-Boat Refit period, and if any crewman is not able to complete recovery by the time the U-Boat is ready to start its next patrol, that crewman is replaced. The only **exception** is for Kommandant recovery, as you cannot conduct your next patrol until recovered.

PROCEDURE

Roll 1d6 to determine the duration of incapacitation for any SW crewman once you return to base while conducting Refit for the U-Boat. The number rolled is the number of months required for that crewman to recover to be eligible for the next patrol. LW crewmen heal automatically during the first month of Refit. KIA crewman are replaced.

CASES

[10.11.1] An "Experte" Doctor provides a favorable –1 modifier to each crew recovery roll (unless the Doctor is SW or KIA), representing lessening of recovery time due to care received while traveling back to base.

[10.11.2] If the recuperation time is longer than the duration necessary to complete refit for the U-Boat, that crewman is replaced (and you lose any special benefits they may have provided).

[10.11.3] If all four generic crewmen are replaced after a single patrol (including KIA generic crew), the U-Boat's crew quality decreases by one level (down to a minimum level of "Trained").

[10.11.4] If the Kommandant is severely wounded (SW) and requires 5 months or more to recuperate, the player is automatically re-assigned to a newer U-Boat, and joined by a completely new crew, which starts at "Trained" level with no special abilities. The Kommandant is assigned the latest model of U-Boat currently available at the time of the next patrol of the same Type as before and will begin his next patrol the month following his recovery.

[11.0] CREW EXPERIENCE, PROMOTIONS, DECORATIONS, NEW U-BOAT ASSIGNMENT

During the Refit phase, you will possibly roll for Crew Experience and Promotions. Also, if you have earned an award, it is received during this phase. You may also be assigned to a new U-Boat.

[11.1] CREW ADVANCEMENT

GENERAL RULE

Crew skill level starts at "Trained" and may increase in skill during the course of the war. The ability to increase experience is tied to the number of successful patrols carried out. For every three successful patrols, the player rolls once during Refit to determine what skill increase (if any) takes effect. These rolls are not cumulative; roll only once each time you earn three successful patrols during the course of your career.

PROCEDURE

For every three successful patrols completed (7.5.2 and 7.4.4) roll 1d6 on the table following.

Roll 1d6	Crew
1	LI "Experte" (all repair rolls receive favorable -1 modifier)
2	Doctor "Experte" (all crew injury recovery rolls receive favorable –1 modifier)
3	1WO "Experte" (no penalty if he takes command of boat)
4	2WO "Experte" (no penalty if he takes command of boat)
5	CREW skill increases one level*
6	CREW skill increases one level*

* Crew Skill levels are Green, Trained, Veteran, and Elite.

[11.1.1] Place the appropriate marker on the U-Boat Display Mat to record any crew advancement that occurs. Crew quality is tracked atop the U-Boat Display Mat, whereas skills for specific crewmen are noted by placing the corresponding Experte marker in their box.

[11.1.2] Ignore the result if a 1-4 is rolled and that individual crew member already holds "Experte" status.

[11.1.3] The U-Boat crew starts at a training level of "Trained." If a 5 or 6 is rolled, the crew level increases to "Veteran." Veteran crews may increase to "Elite" crews. Veteran and Elite crews can provide favorable die roll modifiers, as noted on the Charts and Tables. Crews may not advance beyond "Elite" status or fall below "Green" status. "Green" crews have negative die roll modifiers.

[11.1.4] If all 4 generic crew boxes receive SW or are KIA during a patrol, the overall Crew skill level decreases one level (but may never fall below "Trained"). If a U-Boat suffers 3 unsuccessful patrols in a row, the crew level decreases by one and *can* be reduced down to "Green" level.

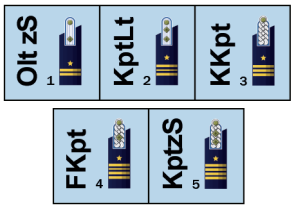
[11.1.5] At the end of every patrol, roll 1d6 if your 1WO is "Experte." On a roll of 6, he has been given his own U-Boat to command and he must be replaced with a new 1WO (the "Experte" status is removed).

[11.1.6] If the U-Boat loses the 1WO through promotions or casualty, and the 2WO is rated as "Experte," the 2WO is promoted to 1WO on the U-Boat, and retains his "Experte" status. The U-Boat would effectively have an "Experte" 1WO and a new 2WO.

[11.1.7] Rolling for crew advancement takes place after every three successful patrols, regardless of any losses or changes in your crew (due to injury or being assigned a new U-Boat).

[11.2] KOMMANDANT PROMOTION

COMMENTARY: the captain of the U-Boat is the Kommandant who may hold various ranks. At higher ranks, the Kommandant has more influence with the U-Boat command, and this has various positive impacts on game play.



[11.2.1] The Kommandant ranks are as follows, and in order of achievement:

Oberleutnant zur See (Olt zS)	The lowest possible starting rank. No special capabilities.
Kapitän-leutnant (KptLt)	Allows the player to request a specific patrol assignment on a 1d6 roll of 1. If this occurs, the player may voluntarily choose his next patrol assignment from the U-Boat Patrol Assignment Chart [P1], unless permanently assigned to Arctic or the Med.
Korvetten-kapitän (KKpt)	Same as above but roll of 1-2 is successful. Also shortens Refit period by one month (ignore if original Refit period is only 1-2 months or 5 months). This represents his greater influence and ability to manipulate the system to get repairs done faster.
Fregatten-kapitän (FKpt)	Same as above but roll of 1-3 is successful for requesting specific patrol assignment.
Kapitän zur See (KptzS)	No new abilities incur, but it gives the player a nicer office in Training Command. This achievement is meant for players who wish to challenge the system by ending the game with the highest rank possible.

[11.2.2] STARTING RANK. Players in any Type IX U-Boat begin at Kapitänleutnant rank regardless of starting year. Players in a Type VII U-Boat start the game as either at Oberleutnant zur See or Kapitänleutnant rank. Roll 1d6 and consult the chart below to determine the starting rank based on number rolled.

Year	Starting Rank, Roll 1d6	
1939	Kapitänleutnant (automatic)	
1940	Oberleutnant 1-2	Kapitänleutnant 3-6
1941	Oberleutnant 1-3	Kapitänleutnant 4-6
1942+	Oberleutnant 1-5	Kapitänleutnant 6

Place the corresponding Kommandant Rank marker in the Rank space on the U-Boat Display Mat. *Note: the five Kommandant Rank markers are individually numbered 1 through 5 to help designate the level of rank.*

[11.2.3] GETTING PROMOTED. Each promotion attempt is made after the 12th month of service during the Refit phase, and every 12 months after that. For example, a player who started in 9/39 would first roll for promotion in 9/40, then again in 9/41 and again in 9/42. **A final promotion roll is made in 6/43 for any players still alive at that point, regardless of when the previous promotion roll was made.**

PROCEDURE

Roll 1d6 for Promotion, with a roll of 1-4 being successful. The following die roll modifiers apply and are cumulative:

DRM	Description
-1	per award of the Knight's Cross (or subsequent award) during the 12-month period
-1	for *every* 10 ships sunk during the 12 month period
+1	each unsuccessful patrol during the 12 month period

Note: the final promotion period (the 6/43 roll) may be significantly shorter than 12 months and may have few, if any, modifiers.

[11.2.4] Failing a promotion roll has no effect. The player remains at his current rank and must wait until the next 12-month period for reconsideration.

[11.3] SPECIAL DECORATION

HISTORICAL COMMENTARY: the ***Knight's Cross*** was a highly coveted award given to successful U-Boat Kommandants. 125 U-Boat Kommandants received the Knight's Cross, but only 29 received the Oakleaves. An even smaller number (only five) won the Swords, with a mere two Kommandants receiving the Knight's Cross with Oakleaves, Swords, and Diamonds.

GENERAL RULE

To receive the Knight's Cross, the player must sink 100,000 tons of shipping or sink certain Capital ships. The U-Boat Kommandant holding this coveted award may receive favorable die roll modifiers during the course of play. Awards are received during Refit.

CASES

[11.3.1] To receive the Knight's Cross (KC marker), you must sink 100,000 tons of shipping or sink one of the designated Capital ships listed on the Capital Ship Target Roster [T5] that would qualify the Kommandant for this award.

[11.3.2] To receive the **Oakleaves** to the Knight's Cross (KCO marker), the player must sink 175,000 tons of shipping, sink one of the designated Capital ships after having previously won the Knight's Cross, or sink 75,000 tons of shipping after having previously won the Knight's Cross.

[11.3.3] To receive the **Oakleaves and Swords** to the Knight's Cross (KCO&S marker), players must sink 250,000 total tons of shipping, sink one of the listed Capital ships after having previously won the Oakleaves, or sink 75,000 tons of shipping after having received the Oakleaves.

[11.3.4] To receive the **Oakleaves, Swords, and Diamonds** to the Knight's Cross (KCOS&D marker), players must sink 300,000 total tons of shipping, sink one of the listed Capital ships after having previously won the Swords, or sink 50,000 tons of shipping after having received the Swords.

[11.3.5] At the end of a patrol in which the Kommandant receives the Knight's Cross (or a follow-up award, such as the Oakleaves, etc.), the player may request a newer model U-Boat (11.4, Reassignment to Newer U-Boat).

[11.3.6] FAVORABLE MODIFIERS. Players receive favorable modifiers for play purposes based on the award they hold.

Knight's Cross (KC)
No +1 die roll penalty to hit when firing a second salvo from the Aft Tube(s) during a Night Surface Attack.

Oakleaves (KCO)
Same as above. In addition, favorable -1 die roll modifier when firing [U1] in addition to not being penalized for firing a second salvo during a Night Surface Attack.

Oakleaves and Swords (KCO&S)
All abilities above. In addition, favorable –1 for Escort Detection [E2], in addition to all other previous abilities.

Oakleaves and Swords, and Diamonds (KCOS&D)
All abilities above. In addition, Following attempts (9.7) on ships or Convoys are automatically successful.

[11.4] REASSIGNMENT TO A NEWER U-BOAT

GENERAL RULE

Under certain cases, a player may be reassigned to a newer model U-Boat. If so, any permanent assignment to the Arctic or the Mediterranean is cancelled.

CASES

[11.4.1] If the Kommandant is severely wounded (SW) and requires 5 months or more to recover, the player is automatically re-assigned to a newer U-Boat (10.11.4).

[11.4.2] If a U-Boat returns and requires 5 months to conduct a Refit (before taking into account the -1 month possible for rank in 11.2.1), the player automatically receives a new U-Boat of the same Type (and latest model). The Kommandant retains the same crew with any special abilities they may have, and goes out to sea as early as one month after returning to base (the minimum Refit period), or longer if the Kommandant requires time to recuperate from injury. Crew members that require more time to recuperate from injury than the Kommandant are replaced (10.11.3 and 10.11.4).

[11.4.3] At the end of the patrol in which a Kommandant receives the Knight's Cross (or a follow-up award, such as the Oakleaves, etc.), the player may request a newer model U-Boat. Roll 1d6 with a roll of 1-3 being successful. The player may save and accumulate all these requests for a later month if he wishes, (during a future refit) since a newer model of U-Boat that is desired may not yet be available. Place the U-Boat Upgrade marker on your U-Boat Display Mat as a reminder to exercise this option when desired. In such a case, the Kommandant gets to retain his previous crew (unless any require more time to recuperate, per 10.11.2), and goes out to sea in the new boat 1 month after having received it.



[11.4.4] Kommandants are not eligible to switch between the Types of U-Boat. Once commanding a Type VII, he stays with Type VIIs, etc. There is no switching between Type VIIs and Type IXs.

[11.4.5] LIMITED AVAILABILITY BOATS. Two boats are of an extremely limited availability, the VIID specialized minelayer and the VIIC Flak U-Boat. These U-Boats may only be chosen by the player rolling 1d6 with a 1-2 being rolled. If the attempt fails, the player is given a new boat of the latest standard model.

§ **[11.4.6]** TYPE VIID MINELAYER. This U-Boat is essentially a normal Type VII U-Boat with a lengthened hull to accommodate the 15 SMA mines, which were launched from vertical tubes (and so do not diplace any topedoes when on a minelaying mission; this is an exception to 7.4.2). They are allowed to operate in the Caribbean and West African Coast (unlike normal Type VIIs). Type VIID Minelayer U-Boats are always assigned a Minelaying (M) Special Mission (7.4.2) when on patrols to the British Isles and to North America/Caribbean per their U-Boat Display Mat, which includes a Mission M/A Travel Box (even if not specified on the U-Boat Patrol Assignment Chart [P1]). **Exception** If assigned a North America (A) Special Mission, then the (A) mission is performed, not an (M) mission.

[11.4.7] TYPE VIIC FLAK. This U-Boat was essentially a normal Type VIIC U-Boat, but due to the extra Flak guns and the ammunition they carried, only had enough room for 5 torpedoes, which started loaded in the torpedo tubes. Several were converted to this model, but it was decided to convert them back due to the operational limitations of having such a small torpedo load.

Flak U-Boats fire and roll twice on the Flak Attack vs. Aircraft Chart [A2], applying the favorable –2 modifier each time. They lose -1 of the modifier for each Flak system they have marked Inoperable. Therefore, a Flak Boat with one Flak system Inoperable rolls twice at -1, and a Flak Boat with two of the 3 systems Inoperable rolls twice with a zero modifier (straight up dice rolls). Obviously a Flak Boat with all 3 systems Inoperable cannot fire Flak at all. A "2cm Flak" result on the damage table knocks out one of the quad 2cm systems, and the "Flak Gun(s)" result knocks out all three.

Additionally, Flak U-Boats may remain on the surface to fight it out with an attacking aircraft for a second round. The aircraft automatically strafes (causing a Crew Injury) but only attacks with depth charges/bombs a second time on a 1d6 roll of 1-3. After this second round of combat, if the aircraft is still undamaged, it would be considered to be shadowing outside of Flak range, so the Flak U-Boat would roll for an Additional Round of Combat (9.8.3).

Design Note: players may wonder why this boat has been included, since it is only historically available for a few months within the game's timeframe. I thought that players might wish to experiment with this U-Boat by patrolling with it earlier than was historically possible just to experience what it was like. For the most part, the Flak U-Boat experiment was a failure and they were reconverted to normal Type VIIs after a few patrols. Only a handful were converted to Flak U-Boats to begin with.

[12.0] RANDOM EVENTS

GENERAL RULE

A Random Event may occur once per patrol, and is triggered when checking for possible Encounters [E1] in a Travel Box. When a Random Event occurs, ignore the Encounter result.

PROCEDURE

When checking for possible encounters on the Encounter Chart [E1] for each Travel Box entered, the first time during a patrol that an unmodified 12 is rolled, a Random Event is triggered. Immediately consult the Random Events Chart [R1] to determine what event occurs. The result of the Random Event is applied immediately.

CASES

[12.1] RESOLVING RANDOM EVENTS

[12.1.1] Random Events are resolved immediately the first time an unmodified 12 is rolled when checking for a possible encounter on the Encounter Chart [E1]. When a Random Event occurs, ignore the encounter listed on the Encounter Chart as it no longer applies (even if the Random Event ends up being ignored).

[12.1.2] A Random Event only takes place once per patrol assignment. If a 12 is rolled when checking for a possible encounter again during the same patrol, proceed by carrying out the Encounter listed on the Encounter Chart [E1]. No Random Event occurs.



[12.1.3] The "Superior Torpedoes" and "'Hals and Beinbruch" Random Events are the two events in which you receive markers that can be placed in the Random Events space on your U-Boat Display Mat. These are markers that carry benefits beyond when the Random Event was rolled. Superior Torpedoes benefit you for the current patrol only, while the "Hals and Beinbruch" event can be used either for the current or during a subsequent patrol. Once used, these markers are removed from your U-Boat Display Mat.

[12.1.4] Note that some Random Events cannot occur during certain patrol assignments. Exceptions to which Random Events are ignored are noted on the Random Events Chart [R1].

[12.1.5] If, for any reason, a Random Event cannot take place and you are instructed to ignore it, then a Random Event check can be triggered again the next time an unmodified 12 is rolled when checking for encounters during the same patrol. An individual Random Event can be triggered numerous times, but only one Random Event can occur per patrol assignment.

[12.1.6] Once the Random Event has been resolved (whether it could be carried out or not), you advance your U-Boat marker to the next Travel Box on the Patrol Track to check for the next possible encounter.

[12.1.7] Random Events cannot occur during a Special Mission patrol assignment (7.4) in the Mission (M/A) Travel Box. They can occur in any other box during the mission.

Historical Note: all Random Events are based on research and happenings that transpired during the German U-Boat War—including the Swim Call event, in which a Kommandant lost his life after slipping and hitting his head on the deck. While some of you may cry "foul" for the game ending in this sudden manner (although the odds are extremely low that this will ever happen), consider this paying homage to the "chaos theory in gaming" in which not everything is under your direct control. Remember, stuff happens…

[13.0] MULTI-PLAYER AND TOURNAMENTS

GENERAL RULE

While *The Hunters* is designed as a solitaire gaming experience, additional options for play are provided for both multi-player gaming sessions and organized tournament play (in some cases, more than one copy of the game may be necessary).

CASES

[13.1] TWO PLAYER GAME

[13.1.1] Both players should start with the same boat at the same month (for example, both could start in Sept-39 with Type VIIA U-Boats) and continue until both U-Boats are sunk, or until reaching a pre-agreed upon ending date.

[13.1.2] The players alternate patrols, with one player running his U-Boat and the other player rolling for Escort Detection attacks, damage, and air attacks. If Evasive Maneuvers are used (Optional, 14.8), the current U-Boat player will decide which evasive maneuver to use, while the other player will choose a direction for the escorts before both are revealed.

[13.1.3] The player with the most tonnage sunk wins.

[13.2] TOP TONNAGE TOURNAMENTS

[13.2.1] All players start at an agreed upon date, with the same U-Boat type, and run patrols until killed or until June 1943. The player with the most tonnage sunk wins (dead or alive), based on one of the two tournament formats recommended below.

[13.2.2] LONG TONNAGE TOURNAMENT

Start Date: 9/39. Starting U-Boat: Type VIIA or Type IXA.

[13.2.3] SHORT TONNAGE TOURNAMENT

Start Date: 5/41. Starting U-Boat: Type VIIC or Type IXC.

[13.3] SURVIVAL TOURNAMENT

[13.3.1] This uses the same format as the top tonnage tournaments, except the player is required to survive to 6/43.

[13.4] MIXED BOAT TOURNAMENT

[13.4.1] This uses the same format as any of the above tournaments, except the requirement to have all players use the same boat is lifted, i.e., players are free to choose Type IXs or Type VIIs at their personal whim.

[13.5] WOLFPACK TOURNAMENTS

[13.5.1] The Wolfpack Tournament format is only recommended for a large number of players. Players are divided up into groups of six, which constitutes a Wolfpack, and the group given a unique name. Each Wolfpack is competing against other Wolfpacks for most tonnage, and in addition, individual players are competing for the most tonnage sunk.

[13.5.2] All players start with a Type VIIC in June 1942 and are assigned to the Atlantic. All players treat the first two Transit Boxes normally as if they were playing the game solitaire; there is no combining of U-Boats at this time and players need to navigate through these spaces independently.

[13.5.3] All players treat the first "Atlantic" space on their Patrol Track box as automatically triggering a Convoy encounter (hence, there is no need to roll on the Encounter Chart).

[13.5.4] Instead of applying the usual roll for the Wolfpack modifier, for each round of combat, one player is chosen at random to get the +1 detection modifier while the rest of his Wolfpack receives the -1 detection modifier (roll 1d6 to determine which player gets the unfavorable modifier, low roll losing out).

[13.5.5] The Wolfpack may continue the engagement against the Convoy for three rounds of combat, as Following is considered to be automatic. After this initial Convoy battle, players in each Wolfpack advance their Travel Box by one and roll for encounters. Any players who roll "Convoy" are considered to be close enough together to attack in the initial combat round against the Convoy. Players who roll for encounters and get "no result" may join the Wolfpack attack on the second round of combat. Players who roll a "Ship" or "Capital Ship" encounter may leave the Wolfpack for that Travel Box to prosecute such targets if desired, or may join the Wolfpack on the second round of combat.

[13.5.6] Continue this process until all U-Boats are sunk, aborted, or finish their patrols normally.

[14.0] OPTIONAL RULES

GENERAL RULE

The Hunters includes the following optional rules; any combination can be adopted at the player's choosing.

CASES

[14.1] STANDARD TONNAGE AMOUNTS

[14.1.1] If players wish, they may use a standard tonnage amount instead of rolling for ships randomly. This should speed up play by reducing dice rolls, at the expense of some variability and historical interest.

Small Freighter	3,500 tons
Large Freighter	7,000 tons
Tanker	9,000 tons

[14.1.2] Capital ship encounters are still rolled for separately on the Capital Ship Target Roster [T5].

[14.2] REDUCED CONVOY TARGETS

[14.2.1] Extensive playtesting has shown that players often choose to ignore the smallest of the 4 ships in a convoy. Therefore, to save time, players need only roll for identifying 3 ship targets instead of 4 when engaging a Convoy.

[14.3] INCREASED HISTORICAL TARGETING

[14.3.1] Players who wish to add more historical flavor to their game at the expense of additional record keeping should log the names of their targets along with the tonnage values on the Patrol Log Sheet.

[14.3.2] If any ships sunk appear later due to an identical Target Roster die roll, please roll again. This way the same ship cannot be sunk twice. This is not normally an issue for casual play as it was a rare occurrence during playtesting.

[14.3.3] Optional Target Rosters have been provided to double the amount of ships available to target during a given engagement.

[14.4] HISTORICAL U-BOAT IDS

[14.4.1] For those players who wish an historical number to assign to their boat, the following is a list of those U-Boats by number that fell within the Types as presented in the game:

U-BOAT TYPE	HISTORICAL U-BOAT ID
VIIA	U-27 to U-36
VIIB	U-45 to U-55 U-73 to U-76 U-83 to U-87 U-99 to U-102
VIIC	U-69 to U-72 U-77 to U-82 U-88 to U-98 U-132 to U-136 U-201 to U-212 U-221 to U-232 U-235 to U-458 U-465 to U-486 U-551 to U-779 U-821 to U-822 U-825 to U-828 U-901 U-903 to U-907 U-921 to U-930 U-951 to U-995 U-997 to U-1010 U-1013 to U-1025 U-1051 to U-1058 U-1063 to U-1065 U-1101 to U-1110 U-1131 to U-1132 U-1161 to U-1172 U-1192 to U-1210 U-1271 to U-1279 U-1301 to U-1308
VIID	U-213 to U-218
VII Flak	U-256 U-441
IXA	U-37 to U-44
IXB	U-64 to U-65 U-103 to U-111 U-122 to U-124
IXC	U-66 to U-68 U-125 to U-131 U-153 to U-176 U-183 to U-194 U-501 to U-550 U-801 to U-806 U-841 to U-846 U-853 to U-858 U-865 to U-870 U-877 to U-883 U-889 U-1221 to U-1279

[14.4.2] Enter the Historical U-Boat ID on your Patrol Log Sheet (4.3.1).

[14.5] HISTORICAL WOLFPACK NAMES

[14.5.1] When conducting Wolfpack Tournaments (13.5), the following historical Wolfpack names can be used to name your Wolfpack. Each Wolfpack name includes historical information regarding number of U-Boats involved.

West (23 U-Boats)
Kurfürst (5 U-Boats)
Süd (4 U-Boats)
Hammer (3 U-Boats)
Grönland (21 U-Boats)
Kurfürst (7 U-Boats)
Markgraf (15 U-Boats)
Bosemüller (8 U-Boats)
Seewolf (17 U-Boats)
Brandenburg (11 U-Boats)
Goeben (6 U-Boats)
Breslau (6 U-Boats)
Mordbrenner (4 U-Boats)
Schlagetot (9 U-Boats)
Reissewol (7 U-Boats)
Stosstrupp (6 U-Boats)
Raubritter (14 U-Boats)
Arnauld (4 U-Boats)
Störtebecker (19 U-Boats)
Steuben (6 U-Boats)
Benecke (4 U-Boats)
Gödecke (4 U-Boats)
Letzte Ritter (3 U-Boats)
Seeräuber (8 U-Boats)
Ulan (3 U-Boats)
Seydlitz (7 U-Boats)
Ziethen (12 U-Boats)
Robbe (4 U-Boats)
Schlei (7 U-Boats)
Umbau (4 U-Boats)
Westwall (8 U-Boats)
Aufnahme (4 U-Boats)
Umhang (3 U-Boats)
Blücher (3 U-Boats)
Wrangel (2 U-Boats)
York (4 U-Boats)
Ziethen (4 U-Boats)
Eiswolf (8 U-Boats)
Naseweis (3 U-Boats)
Bums (6 U-Boats)
Robbenschlag (8 U-Boats)
Blutrausch (10 U-Boats)
Strauchritter (9 U-Boats)
Hecht (9 U-Boats)
Greif (6 U-Boats)
Pfadfinder (8 U-Boats)
Endrass (9 U-Boats)
Eisteufel (11 U-Boats)
Hai (6 U-Boats)
Wolf (11 U-Boats)
Nebelkönig (10 U-Boats)
Pirat (13 U-Boats)
Steinbrinck (14 U-Boats)
Lohs (19 U-Boats)
Blücher (8 U-Boats)
Eisbär (5 U-Boats)
Vorwärts (18 U-Boats)
Stier (6 U-Boats)
Iltis (7 U-Boats)
Pfeil (11 U-Boats)
Trägertod (10 U-Boats)
Blitz (19 U-Boats)
Tiger (17 U-Boats)
Luchs (19 U-Boats)
Tümmler (6 U-Boats)
Wotan (11 U-Boats)
Panther (34 U-Boats)
Leopard (8 U-Boats)
Puma (13 U-Boats)
Streitaxt (10 U-Boats)
Veilchen (13 U-Boats)
Südwärts (6 U-Boats)
Natter (15 U-Boats)
Delphin (9 U-Boats)
Kreuzotter (13 U-Boats)
Wal (8 U-Boats)
Boreas (10 U-Boats)
Drachen (5 U-Boats)
Panzer (11 U-Boats)
Draufgänger (10 U-Boats)
Büffel (3 U-Boats)
Raufbold (14 U-Boats)
Ungestüm (13 U-Boats)
Spitz (11 U-Boats)
Falke (23 U-Boats)

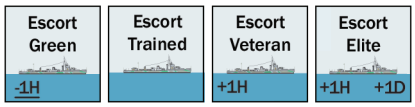
[14.6] VARIABLE ESCORT QUALITY

COMMENTARY: even early in the war, there were significant differences in the quality of the escort commanders. Some were extremely timid (and, to be blunt, inept) while others were extremely aggressive, determined, and persistent in their attacks and tactics. Additionally, there were significant differences in the quality of the equipment (ships, radars, sonars, etc.) itself. To reflect this, players may incorporate the following optional rule.

[14.6.1] Prior to rolling on the Escort Detection Chart [E2] for the first time during an encounter, roll 1d6 to determine the Escort Quality, based on the date of the patrol:

Roll 1d6	Green	Trained	Veteran	Elite
1939-1941	1	2-5	6	n/a
1942-1943	1	2-4	5	6

[14.6.2] Place the corresponding Escort Quality marker on the Escort space on the U-Boat Combat Mat [U4].



[14.6.3] The following modifiers apply based on the Variable Escort Quality.

Green Escort: subtract 1 Hit from the Escort/Air Attack Chart [E3] result. If the result was "U-Boat Sunk", treat as "5 Hits" instead.

Trained Escort: no modifiers apply.

Veteran Escort: add 1 Hit to the Escort/Air Attack Chart [E3] result. If "5 Hits" were scored, the U-Boat is instead sunk.

Elite Escort: same effect as Veteran Escort, plus favorable +1 modifier for Escort Detection [E2] (9.6.4).

[14.7] VARIABLE AIRCRAFT QUALITY

COMMENTARY: there were significant differences in the quality of the Allied aircrews hunting the U-Boats. Some were very skilled,

The Hunters Patrol Log Sheet



U-BOAT Type: VII C ID: U-235 Kmdt: Blennemann

DATE	PATROL	TARGETS (tonnage)									SUNK TONNAGE	
Sep-39												
Oct-39												
Nov-39												
Dec-39												
Jan-40												
Feb-40												
Mar-40												
Apr-40												
May-40												
Jun-40												
Jul-40												
Aug-40												
Sep-40												
Oct-40	British Isles	4400	(5000)	4700	(4800)	10600✓					9800	S
Nov-40	R											
Dec-40	R											
Jan-41	Atlantic	(2500)	(9000✓)	2200	4400	(3700✓)	8900✓				15200	S
Feb-41	R											
Mar-41	R											
Apr-41	R											
May-41	British Isles	(T9000)	s3100	(L5900)	(s4600✓)	s4700	(s4900)				24400	(S)
Jun-41	R											
Jul-41	R	Arlyn	Titan	Louisiane	Tweed	Goentz	NELSON					
Aug-41	Atlantic	(s3300)	L9000✓	(L7000✓)	s2700	s5000	(34000✓)				44300	S
Sep-41	R											
Oct-41	R											
Nov-41	R	Rotorua	Santa Rita	// SUNK								
Dec-41	Med	L10900✓	L8400✓								6	
Jan-42												
Feb-42												
Mar-42												
Apr-42												
May-42												
Jun-42												
Jul-42												
Aug-42												
Sep-42												
Oct-42												
Nov-42												
Dec-42												
Jan-43												
Feb-43												
Mar-43												
Apr-43												
May-43												
Jun-43												

TOTAL PATROLS: 5 SHIPS SUNK: 12 (Sunk BB Nelson for Knight's Cross) TOTAL TONNAGE: 93,700

Example: Patrol Log Sheet for Kmdt. Blennemann. He commanded U-235, a Type VIIC U-Boat, so his first patrol began Oct-1940. Five patrols were completed until his U-Boat was sunk (ending the game). Note the different ways to log target ships. Only tonnage was noted for first two patrols. For May-41 patrol, a letter was added for type of ship (T = Tanker, s = Small Freighter, L=Large Freighter). For May-41 and Aug-41 patrols, ship name was logged (above the tonnage value). Note checkmark next to tonnage value for damaged ships, and circled tonnage value for sunk ships. The "S" denoted at the end of each row was for completing a successful patrol, with the third one circled to indicate a Crew Advancement check.

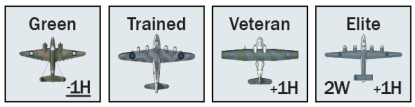
while others didn't drop their depth charges or bombs accurately. In addition, different aircraft had different weapon capabilities. To represent these factors, players roll for Variable Aircraft Quality.

PROCEDURE

Should the U-Boat not successfully crash drive in time to evade aircraft attack (9.8.1), immediately check for Aircraft Quality before rolling on the Escort/Air Attack Chart [E3]. Roll 1d6 to determine the Aircraft Quality, based on the date of the patrol:

Roll 1d6	Green	Trained	Veteran	Elite
1939-1941	1	2-5	6	n/a
1942-1943	1	2-4	5	6

[14.7.2] Place the corresponding Aircraft Quality marker on the Air Attack space on the U-Boat Combat Mat [U4].



[14.7.3] The following modifiers apply based on the Variable Aircraft Quality.

Green Aircraft: subtract 1 Hit from the Escort/Air Attack Chart [E3] result. If the result was "U-Boat Sunk", treat as 5 Hits instead.

Trained Aircraft: no modifiers apply.

Veteran Aircraft: add 1 Hit to the Escort/Air Attack Chart [E3] result. If 5 Hits were scored, the U-Boat is instead sunk.

Elite Aircraft: same effect as Veteran Aircraft, plus automatic U-Boat Crew Injury is increased from one to two (9.8.2).

[14.8] EVASIVE MANEUVERS

COMMENTARY: at the cost of adding time to the combat rounds, players may use this optional rule to give them some additional variation in trying to evade depth charges.

PROCEDURE

When resolving escort depth charges on the Escort/Air Attack Chart [E3], but before rolling on the Escort/Air Attack Chart to determine the number of U-Boat Hits incurred, the U-Boat Kommandant picks a number between 1 and 6 to indicate his evasive direction:

1 or 2 = Evading *Left*; 3 or 4 = Evading *Right*; 5 or 6 = Evading *Straight*

The player then rolls 1d6 to randomly determine to determine the escort direction:

1 or 2 = Escort *Left*; 3 or 4 = Escort *Right*; 5 or 6 = Escort *Straight*

[14.8.1] If the Escort direction is different than the U-Boat evasive direction, the U-Boat subtracts one Hit from the result on the Escort/Air Attack Chart [E3]. If the Escort direction matches the U-Boat's direction, but the number is not the same, the U-Boat adds 1 Hit to the escort attack result. If the escort number rolled is identical to the U-Boat evasive direction number, the U-Boat adds 3 Hits to the combat result.

[14.8.2] The U-Boat is not automatically sunk if the total number of Hits exceeds 5. Simply roll for each Hit separately on the U-Boat Damage Chart [E4].

Example*: the U-Boat Player chooses the number 6 to evade Straight. The possible outcomes of the Escort direction die roll are:*

1-4 = wrong direction, one less Hit

5 = right direction, but not exact number match, one extra Hit

6 = right direction, exact number match, three extra Hits

[14.8.3] In a two-player game, both players secretly choose direction by placing their chosen number face-up on a six-sided die and revealing the number selected simultaneously.

[14.8.4] Evasive maneuvers are not possible if the U-Boat's Hydrophones are damaged (skip this rule in that instance).

[14.9] RESUPPLY AT SEA

COMMENTARY: resupply mainly involved fuel and stores from specialized U-tankers, also known as "Milk Cows," although sometimes torpedoes were also transferred. The U-tankers were of two types, the Type Xb (which was actually originally designed specifically as a minelayer) and the Type XIV. These were hunted mercilessly by the Allies, who perceived them to be a major threat due to their usefulness as a "force multiplier." In the period covered by this game, only 4 Type Xb and 6 Type XIV were built, meaning the possibility of resupply is reasonably slim.

[14.9.1] Resupply is not available for the Mediterranean (as no resupply U-Boats were in that theatre) and is not available for Caribbean/North American patrols (as it has already assumed to have occurred in the first place).

[14.9.2] Resupply can only occur once per patrol.

PROCEDURE

To conduct resupply, roll 1d6 after conducting encounters in the final "on station" Travel Box for that patrol (the last Travel Box on the Patrol Track containing the name of the patrol assignment). The resupply can occur on a roll of 1. The U-Boat immediately rolls on the Bay of Biscay table on the Encounter Chart [E1] to reflect the added risk and exposure of being surfaced to transfer stores. Assuming no encounter occurs, it then receives fuel, which places the U-Boat back in the first "on station" Travel Box for that patrol (the first Travel Box on the Patrol Track containing the name of the patrol assignment). It also receives Deck Gun ammo (but not over the initial load amount).

On an additional 1d6 roll of 1, the refueling U-Boat also receives up to 1d6 worth of G7a torpedoes. On a roll of 2, it receives up to 1d6 of G7e torpedoes, and on a roll of 3 it receives up to 2 of each type. A roll of 4-6 has no effect on torpedo reloads.

[14.9.2] If an encounter results when rolling on the Bay of Biscay table, then no resupply is possible, regardless of the result of the engagement.

[14.9.3] A U-Boat that successfully rolls to replenish torpedoes can only do so if it has available capacity for adding torpedoes and it is in range of the allowable torpedo mix permitted, as listed on the U-Boat Display Mat (4.5).

[14.9.4] A player is never forced to take resupply; he may wish to return to base as soon as possible due to U-Boat damage and/or casualties.

[14.9.5] If resupply occurs, one month is added to the Refit period for that patrol (which actually represents additional time at sea). Denote this by writing a "P" down in the first month following the patrol.

[14.10] NON-HISTORICAL PATROL AREAS

[14.10.1] If the player wishes, he may ignore the Type IX and Type VII U-Boat patrol restrictions as detailed in 7.3.1 and 7.3.2. *Note: this can create some very unhistorical situations.*

§ [14.11] CONVOY PENETRATION

[14.11.1] If a player successfully bypasses Escort Detection and gets to Close Range against a Convoy, apply a +1 drm to the ship size roll when generating targets. In this case, a modified "6+" would be a Tanker.

Historical note: some daring U-boat aces, such as Kretschmer, would penetrate convoys in an attempt to find larger targets. This rule provides an incentive to get to close range against convoys.

[15.0] HISTORICAL BRIEF

[15.1] TOP TEN GERMAN U-BOAT KOMMANDANTS

For those who wish to see how their results match up against the best U-Boat commanders of World War II, here are the top ten German "aces" and their tonnages of ships sunk:

1. OTTO KRETSCHMER

16 patrols

46 ships sunk (273,043 tons)



Otto Kretschmer is a rare oddity in the U-Boat world: a top ace who also managed to survive the sinking of his boat. He started off with eight patrols in U-23 (a Type IIB "duck") but his success didn't really begin until he took command of U-99, a Type VIIB, in April 1940. During his next eight patrols he racked up numerous sinkings, usually coming home

with no torpedoes remaining. He was finally cornered by some destroyers from Convoy HX 112 on 17 February 1940. After damage forced his boat down to an amazing 720 feet, leaks and flooding forced him to blow all tanks and surface. He ordered his boat scuttled, and all but 3 of his crew were captured by the HMS *Walker*. In 1947 he was released from British captivity and became an admiral in the postwar German Navy.

2. WOLFGANG LÜTH

16 patrols
46 ships sunk (225,204 tons)



Another "duck" expert, Wolfgang Lüth started out as a watch officer on a patrol during the Spanish Civil War. He started WWII as a watch officer on the U-38, and then commanded the two small boats U-9 and U-138, sinking 6 ships while doing so and earning the Knight's Cross (he was the only Type II commander to receive this honor). However, he then switched to the much larger and long range Type IX U-43, where he continued to be very successful, making patrols into the North Atlantic and the British Isles. He then commanded the Type IX U-181, making forays into African waters and the Indian Ocean. His second patrol with this boat was noteworthy because not only was it the second longest U-Boat patrol ever, at 205 days, but this patrol also netted Lüth the award of the Knight's Cross with Oakleaves, Swords, and Diamonds, the first ever to a U-Boat commander. Sadly, despite surviving 5 years at sea in U-Boats, Lüth was shot by accident by a German sentry just a few days after the war had ended.

3. ERICH TOPP

13 patrols
36 ships sunk (198,650 tons)



Erich Topp started off in the Kriegsmarine on a light cruiser, but switched to submarines, and became a watch officer for the U-46. After 4 patrols he was given command of the U-57, where he sank 8 ships in 3 patrols, an amazing feat considering the U-57 was a Type IIC "duck." In October of 1940, the U-57 sank in an accident at the entrance to the Kiel Canal (she was rammed by another vessel). Topp was given command at that time of a new Type VIIC, the U-552. This was the infamous "Red Devil" boat; it turned in 8 war patrols under Topp's command, never returning empty-handed. In September 1942, Topp transferred to command of a training flotilla, and thereby survived the war. He also rose to become an admiral in the postwar German Navy.

4. HEINRICH LIEBE

9 patrols
34 ships sunk (187,267 tons)



Heinrich Liebe was one of the pioneers of the U-Boat force, having significant prewar experience that included two years of patrols in the U-2 (a Type IIA "duck"). In October 1938, he took command of the U-38 and led it for nine patrols, including an African patrol in which he sank 8 ships and received his Oakleaves to the Knight's Cross. In July of 1941 he was transferred to a desk job in the German Navy High Command.

5. VIKTOR SCHÜTZE

7 patrols
35 ships sunk (180,073 tons)



Viktor Schütze was another old hand, having commanded two different "ducks" before the start of the war. He was commanding his third "duck" at the start of the war, the U-25, and sank seven ships with it. He then switched to a new boat, the U-103, a type IXB. With this he sank an amazing 28 ships in just 4 patrols. (His last patrol in the U-103 sank eleven ships.) Having received the Knight's Cross with Oakleaves, he was transferred to command of the 2nd Flotilla and survived the war.

6. HEINRICH LEHMANN WILLENBROCK

10 patrols
25 ships sunk (179,125 tons)



Kapitänleutnant Lehmann-Willenbrock commanded the U-5, a Type II, at the start of the war, but only made one war patrol with it during the invasion of Norway. In August of 1940, he took command of the brand new U-96, a Type VIIC. His third patrol was his most productive, having sunk 7 ships. He was supposed to take his boat into the Mediterranean, but it was damaged while trying to pass Gibraltar and was forced to return to Brest. In March 1942 he was transferred to the 9th Flotilla, and thereby survived the war. Of note is the fact the commander in the movie *Das Boot* is modeled after him, and he actually assisted the actor Jürgen Prochnow (who portrayed him) during filming.

7. KARL-FRIEDRICH MERTEN

5 patrols
27 ships sunk (170,151 tons)



Korvettenkapitän Merten started the war in the German surface navy, but transferred to U-Boats in May 1940. He took command of the brand new Type IX U-68 in 1941 and got one of the top overall scores in just five patrols. On his last patrol, as part of the "Eisbär" (Polar Bear) group, he sank no less than nine ships. In January of 1943 he was transferred to a training flotilla and thus survived the war.

8. HERBERT SCHULTZE

9 patrols
26 ships sunk (169,709 tons)



Herbert Schultze was commander of the U-2 prior to the war's start, but then took over a brand new Type VIIB boat in April 1939, the U-48. This U-Boat can be called the most successful ever, with 52 ships sunk during 12 patrols. However, due to a 5-month illness, Schultze only commanded the U-48 for 8 of those patrols, the first five and the last three. Schultze was promoted to the command of the 3rd Flotilla in July of 1942 and accordingly survived the war.

9. GÜNTHER PRIEN

10 patrols
30 ships sunk (162,769 tons)



Although Günther Prien is not near the top of this list, one could argue he is, in fact, at the top of U-Boat fame, based on his incredible sinking of the HMS *Royal Oak* in the middle of Scapa Flow, the major British naval base. He commanded the U-47 (a Type VIIB) from December of 1938 until its loss in May of 1941. During his 10 patrols, Prien was noted for his bold and aggressive style. Admiral Doenitz recommended to Prien to transfer to training command, but he elected to stay with the U-47. After sinking 4 ships on his 10th patrol, nothing more was heard. HMS *Wolverine* has traditionally been given credit for sinking Prien, but there is some speculation a circling torpedo might have been responsible.

10. GEORG LASSEN

4 patrols
26 ships sunk (156,082 tons)



At the start of the war, Georg Lassen was the First Watch Officer (IWO) on the U-29, which made numerous

successful patrols, including the sinking of the HMS *Courageous*, an aircraft carrier. After some time in training, he finally received his own command of a combat boat, the U-160. This brand-new Type IXC patrolled in the North Atlantic, off the eastern American coast, in the Caribbean, and off the West Coast of Africa. Of particular note is the fact that Lassen's sinking 26 ships occurred during only 4 patrols. Lassen was then transferred to the training command as a tactics instructor, which was personally fortunate for him as the U-160 was sunk on its very next patrol.

[16.0] DESIGNER'S NOTES

The Hunters design evolved into a journey of discovery, as many interesting changes surfaced throughout the entire process. Extensive playtesting cleaned up inconsistencies and we ultimately battened down the hatches with a solid and stress-tested design.

I originally came upon the concept of this game after playing *B-17: Queen of the Skies*. I began to ponder if a similar approach could be applied to the U-Boat War. The key difference (other than the fact that U-Boats don't fly) was that I wanted the player, as the U-Boat commander, to be confronted with a continuous stream of decisions, as opposed to just having a solitaire game that resembled "Dice Olympics." Additionally, I felt it was important to weave role-playing elements into the game, by presenting players with a narrative to become emotionally vested in wanting to complete a successful tour of duty. Hence the inclusion of the awards, promotions, and crew quality rules that help bring such role-playing aspects to life. We have also included the performance of the top ten rated German U-Boat commanders so you can contrast their historical achievements with your own.

A key design focus was to make the game playable without sacrificing historical accuracy. Easier said than done, but I feel the design has struck a nice balance in this regard. One of the most challenging aspects of the design was preserving the historical feel while refining the design so that *The Hunters* can easily be played without compromising the game experience with complex sub-systems and rule mechanics. In summary, the design goal is to allow players to focus on the decision-making aspects of the game rather than becoming hamstrung with overwrought mechanics and procedures.

One of the pleasant surprises that came out of testing was the two-player game. Simply put, we were having a blast! Despite the fact the game is designed primarily as a solitaire game, having both players running a boat while concurrently rolling for the other players' escorts became a competition in and of itself, and works extremely well in practice. For this reason, don't get hung up if you have little interest in solitaire games. I can assure you that this game stands in its own right and shines as a two-player game.

With the aforementioned design focus in mind, certain aspects of the early U-Boat conflict (such as Type II U-Boats) were deferred to keep the overall scope of the game manageable and centered on the two major classes of German U-Boats. We simply can't account for every minute detail of the war without blowing up the scope of the game. For example, a friend wanted me to include the Type IIs that had been disassembled, barged and trucked to the Black Sea, where they were reassembled and put into action against Russian shipping. While it makes for an interesting facet of U-Boat operations, I felt it didn't really "flow" with what I was trying to accomplish with *The Hunters* in faithfully recreating the mainstream action of the war. Trying to account for every single historical event that occurred during the first three years of the war is equally a challenge, but you will find quite a few of these covered with the Random Events.

Some may ask why the game extends only through the first half of 1943. Why not let the U-Boat commanders "go the distance?" There are several reasons for this. First and foremost, the design goal was again to keep the game simple yet challenging and playable. To extend the time frame through 1945 would have added significant overhead in terms of additional rules and charts. Also, the technological changes that occurred resulted in a much different type of U-Boat War. It was an extremely difficult and lethal phase, as U-Boats were being slaughtered by the combination of Allied aircraft, sonar, and radar. Conversely, the U-Boats themselves greatly improved with the advent of homing torpedoes, bubble making decoys, schnorkels, and the like. The 1943-1945 period was significantly different, and is therefore better suited to a dedicated treatment in a later game rather than try to jam it all into a single package.

In conclusion, I hope you experience as much fun playing *The Hunters* as we had creating it.

Hals und Beinbruch! (break a leg!)

Gregory M. Smith

ABOUT THIS 2ND PRINTING

We released The Hunters in December 2013 and were overwhelmed by customer demand. The game sold out in 45 days. This Second Printing benefits from our Living Rules (errata/clarifications). For those owners of the original release, you can secure an update kit directly from GMT Games. We've noted key changes in the rules here, but you can also download our Living Rules to reference ALL rule edits. We've also added a new marker to track Surfaced/Submerged status of your U-Boat, along with other minor edits to the Player Aids, etc.

Wishing you many happy returns to port!

John Kranz, May 2014

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GAME CREDITS

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THE HUNTERS, German U-Boats at War, 1939-43 (2nd Printing)

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The Hunters Patrol Log Sheet



U-BOAT Type: _____ **ID:** _____ **Kmdt:** _____

DATE	PATROL	TARGETS *(tonnage)*									SUNK TONNAGE
Sep-39											
Oct-39											
Nov-39											
Dec-39											
Jan-40											
Feb-40											
Mar-40											
Apr-40											
May-40											
Jun-40											
Jul-40											
Aug-40											
Sep-40											
Oct-40											
Nov-40											
Dec-40											
Jan-41											
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Jun-42											
Jul-42											
Aug-42											
Sep-42											
Oct-42											
Nov-42											
Dec-42											
Jan-43											
Feb-43											
Mar-43											
Apr-43											
May-43											
Jun-43											

TOTAL PATROLS: **SHIPS SUNK:** **TOTAL TONNAGE:**

*Log ships **targeted** during combat. Place **checkmark** to track **damaged** ships. **Circle** tonnage # to indicate **sunk** ships.*

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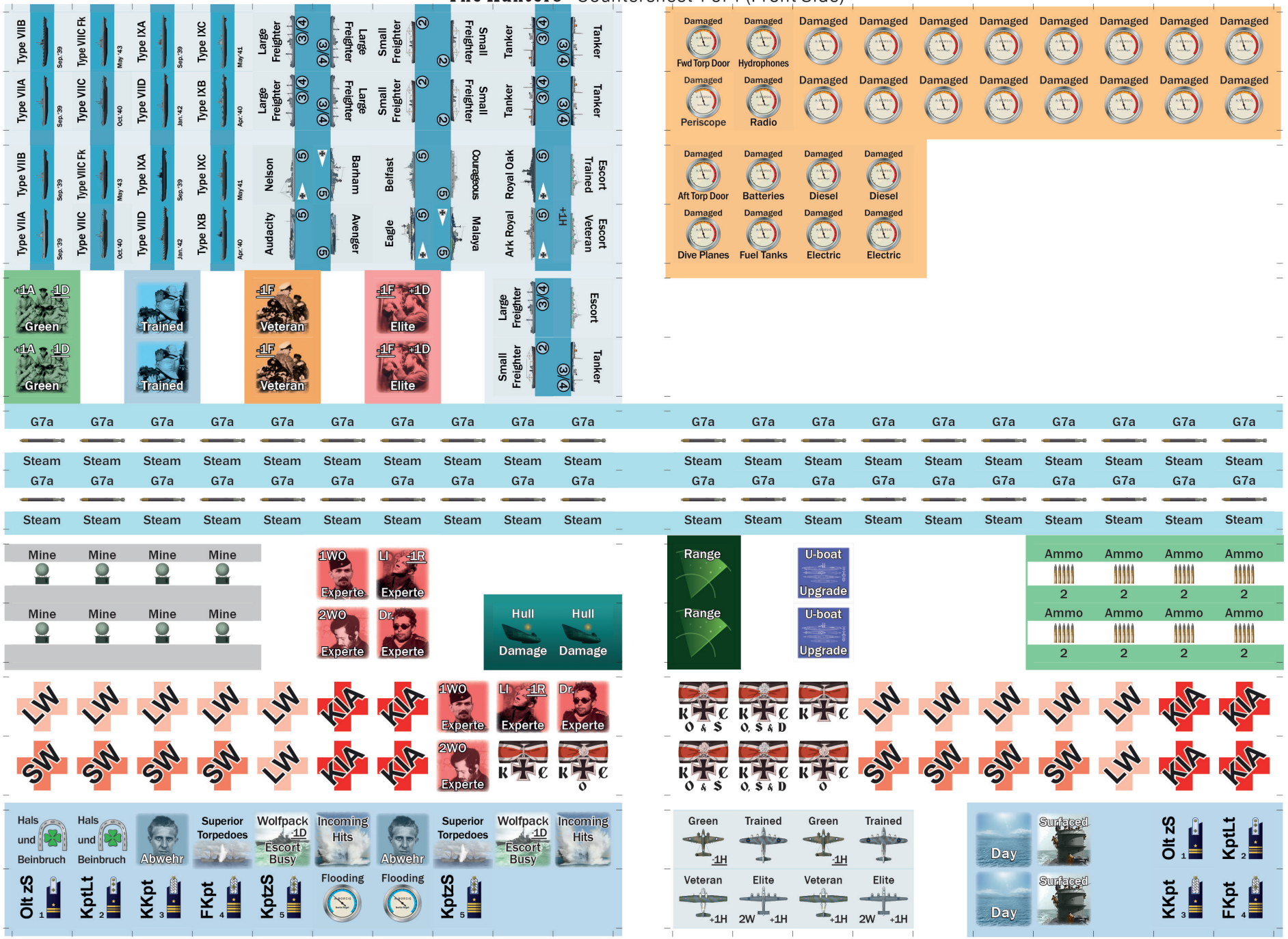
The Hunters Countersheet 1 of 1 (Front Side)



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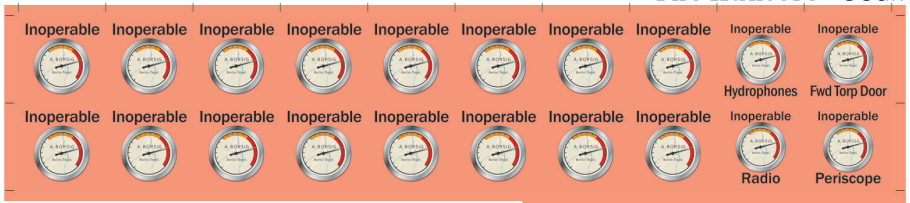

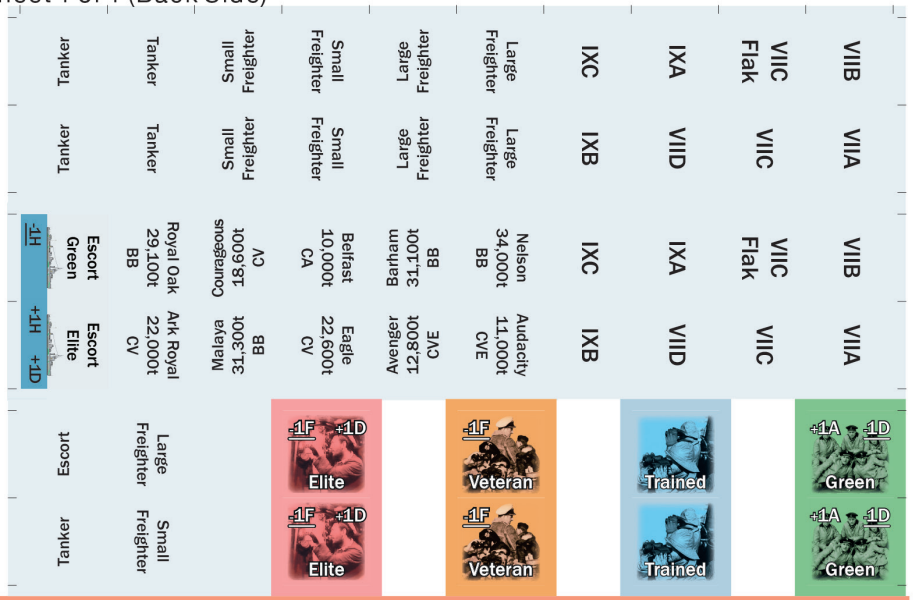





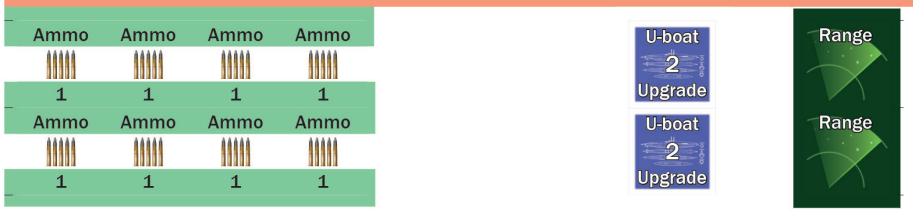







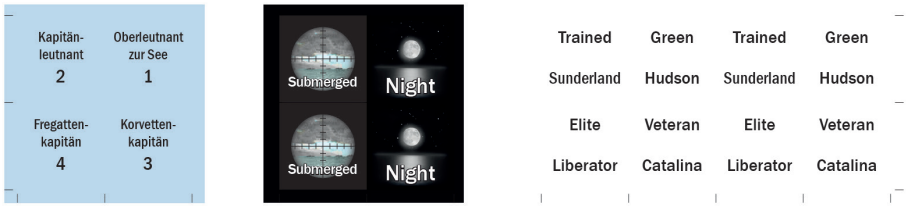



INDEX

Abwehr Agent Delivery [7.4.1] 8
Additional Round of Combat [9.4.3] 11
Aircraft Encounters [9.8] 13
Ammo Markers [4.6] 6
Arctic Patrols [8.3.5] 9
Arctic, The [7.3.5] 8
Bay of Biscay [7.3.3, 7.3.6] 7, 8
Combat [9.0] 9
Combat Mat Markers [3.3.2] 4
Combat Mat set-up illustration *10*
Completing Patrols [7.5] 8
Conducting Patrols [7.0] 7
Conducting Ship Combat [9.2] 10
Crew Advancement [11.1] 17
Crew Experience [11.1] 17
Crew Hit Resolution [9.6.10] 12
Crew Injury [10.5] 14
Crew Injury Recovery [10.11] 16
Day and Night Engagements [8.3] 9
Depth Charges [9.6] 12
Determine Ship Size and ID [8.2] 8
Determining Victory [5.2] 6
Ending the Game [5.1] 6
Engines [10.2] 14
Escort Detection [9.6] 12
Evasive Maneuvers [14.8] 22
Exceeding Test Depth [9.6.4] 12
Extended Patrol Length [10.10.6] 16
Flak Attack [9.8] 13
Flak Modifiers [9.8.5] 14
Flooding [10.1] 14
Following Escorted Ship/Convoy [9.7] ... 12
Fuel Tanks [10.4] 14
Game Equipment [3.0] 3
Game Markers [3.3.2] 3
Game Play Outline [6.1] 6
Game Scale [3.6] 4
Game Set-up [4.0] 4
Gibraltar Passage [7.3.3] 7
Hals and Beinbruch [12.1.3] 19
Historical U-Boat IDs [14.4] 20
Historical Wolfpack Names [14.5] 20
How to Play the Game [2.0] 2
How to Win the Game [5.0] 6
Hull [10.3] 14
Increased Historical Targeting [14.3] 19
Initial Torpedo Load Restrictions [4.5.2] ... 6
Kapitän-leutnant (KptLt) [11.2.1] 17
Kapitän zur See (KptzS) [11.2.1] 17
Knight's Cross [11.3] 17
Kommandant Promotion [11.2] 17
Korvetten-kapitän (KKpt) [11.2.1] 17
Limited Availability Boats [11.4.5] 18
Long Tonnage Tournament [13.2.2] 19
Mediterranean, The [7.3.3] 7
Minelaying [7.4.2] 8
Mixed Boat Tournament [13.4] 19
Multi-Player and Tournaments [13.0] .. 19
Multiple Damage Results [10.6] 15
Night Surface Attack [9.5] 11
Non-Historical Patrol Areas [14.10] 22
North America patrols [8.2.3] 9
Oberleutnant zur See (Olt zS) [11.2.1] 17
Optional Rules [14.0] 19
Parts Inventory [3.7] 4
Patrol Abort [10.8] 15
Patrol Assignment Preparation [7.1] 7
Patrol Encounters [8.0] 8
Patrol Log Sheet [3.5] 4
Patrol Log Sheet illustration *21*
Patrol Restrictions [7.3] 7
Random Events [12.0] 18
Reassignment to a Newer U-Boat [11.4] . 18
Reduced Convoy Targets [14.2] 19
Repairs [10.7] 15
Resolving Random Events [12.1] 18
Resupply at Sea [14.9] 22
Scuttling [10.9] 16
Sequence of Play [6.0] 6
Short Tonnage Tournament [13.2.3] 19
Special Decoration [11.3] 17
Special Missions [7.4] 8
Standard Tonnage Amounts [14.1] 19
Start Date [4.2] 4
Superior Torpedoes [12.1.3] 19
Surface Gunnery and Ammo [9.3] 11
Survival Tournament [13.3] 19
Switch from Day to Night [8.3.2] 9
Top Tonnage Tournaments [13.2] 19
Torpedo Load [4.5] 5
Two Player Game [13.1] 19
Type IX Restrictions [7.3.1] 7
Types of Encounters [8.1] 8
Type VIIC Flak [11.4.7] 18
Type VIID Minelayer [11.4.6] 18
Type VII Restrictions [7.3.2] 7
U-Boat Combat Mat [3.2, 9.1] 3, 9
U-Boat Damage [10.0] 14
  Crew Injury [10.5] 14
  Engines [10.2] 14
  Flooding [10.1] 14
  Fuel Tanks [10.4] 14
  Hull [10.3] 14
  Multiple Damage Results [10.6] 15
U-Boat Display Mat [3.1] 3
U-Boat Display Mat Setup [4.4] 5
U-Boat Display Mat set-up illustration *5*
U-Boat Model Selection [4.1] 4
U-Boat Refit [10.10] 16
U-Boat Upgrade [11.4.3] 18
Variable Aircraft Quality [14.7] 20
Variable Escort Quality [14.6] 21
Wolfpack Patrols [7.2] 7
Wolfpack Tournaments [13.5] 19

[8.3.5] ARCTIC PATROLS

Roll 1d6	Jan-Mar	Apr-May	July-Sep	Oct-Nov
Day	1-2	1-4	1-4	1-2
Night	3-6	5-6	5-6	3-6

It is *always* Day in June and Night in Dec.

[9.7.6] FOLLOW DAMAGED SHIP(S)

Roll 1d6	Result *(Following is automatic)*
1-4	Ship(s) remain under escort
5-6	Ship(s) become unescorted stragglers and separate

[9.7.7] FOLLOW ESCORTED SHIP(S) OR CONVOY

Roll 1d6	Result
1-4	Success
5-6	Failure (encounter ends)

[11.1] CREW ADVANCEMENT

Roll 1d6	Crew
1	LI "Experte" (all repair rolls receive favorable -1 modifier)
2	Doctor "Experte" (all crew injury recovery rolls receive favorable –1 modifier)
3	1WO "Experte" (no penalty if he takes command of boat)
4	2WO "Experte" (no penalty if he takes command of boat)
5	CREW skill increases one level*
6	CREW skill increases one level*

[11.2.2] STARTING RANK

Year	Starting Rank, Roll 1d6	
1939	Kapitänleutnant (automatic)	
1940	Oberleutnant 1-2	Kapitänleutnant 3-6
1941	Oberleutnant 1-3	Kapitänleutnant 4-6
1942+	Oberleutnant 1-5	Kapitänleutnant 6

[14.6, 14.7] VARIABLE ESCORT/ AIRCRAFT QUALITY

Roll 1d6	Green	Trained	Veteran	Elite
1939-1941	1	2-5	6	n/a
1942-1943	1	2-4	5	6