



SUGGESTED MODIFICATIONS

WAR IN THE PACIFIC

TO IMPROVE HISTORICAL ACCURACY

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Most of the items on this list were discussed with SPI staff members. Their comments are noted where appropriate. Numbers in square brackets refer to the literature sources listed at the end of this compilation.

1. Historical Order of Appearance, U.S. Ships

(a) Carriers. CVs 35 and 46 were laid down but not completed. CVLs 48 and 49, following CV-47 in the construction sequence, were the next to be completed after the war (SAIPAN and WRIGHT; capacity-5, defense-3, H/L AA 0/18, speed-3, cost 4 pts) [4; 19].

There is a counter for CV-4 (RANGER), but this ship never left the Atlantic and became a training vessel [4].

The numbers 1-40 of the CVEs are fictitious, except for CVE-1. Twenty-six of the first forty-one CVEs were given to Britain. Thirteen CVEs should have a capacity of two air points. CORAL SEA and ANZIO are the same ship, and so are MIDWAY and ST. LO. At least 62 instead of only 40 CVEs served in the Pacific [4, pp 50-65]. According to SPI, the additional CVEs transfer the uncrated air points under Rule 39.76; this rule should therefore be ignored if the extra CVEs are brought in.

(b) Battleships. The names of the uncompleted BBs and BCs are: BB-67 MONTANA, BB-68 OHIO, BB-69 MAINE, BB-70 NEW HAMPSHIRE, BB-71 LOUISIANA, BC-5 PUERTO RICO, BC-6 SAMOA.

(c) Cruisers. CA-69 (BOSTON) was not completed until 8/43. CAs 70 and 71 were laid down before the war, should be listed as under production; CA-70 should appear 13/43; and CA-71, on 1/45 by transfer from the Atlantic [19; 4, pp 79 and 82].

CAs 126-129 were never built, nor were CA-137 and 138 (NORFOLK and SCRANTON, unlisted, of the same class). CA-134 as well as the unlisted vessels CA-139 (SALEM), 140 (DALLAS, not built), 148 (NEWPORT NEWS), plus 141-143 and 149-153 (unnamed, unbuilt), were part of a totally new class with 3400 tons greater displacement and semi-automatic 8-inch guns. They should have combat-20, defense-8. [4, p 82].

CLs 59, 61, 76-79, and 85 (plus unlisted 99 and 100) were completed as CVLs 22-30. CLs 84, 88, 94, and 108-118 were not built. CLs 101-107 (AMSTERDAM, PORTSMOUTH, WILKES-BARRE, ATLANTA, DAYTON, FARGO, HUNTINGTON) were

completed in lieu of the cruisers converted to CVLs. CL-57 correctly appears on the cycle chart but is omitted in Rule 46.41. That rule should also list the following CLs laid down before the war [3; 4, pp 94-98]:

CL-62 arrival 9/43

CLs 81 and 89 arrival 4/44

CL-80 arrival 11/43

CL-90 arrival 9/44

The CLAs are CLs 51-54 and 95-98. Three more of this class (CLs 119-121 JUNEAU, SPOKANE, FRESNO) were laid down during the war and completed afterward [4, p 89].

In view of their size and armament, U.S. CLs from CL-40 on (except CLAs) should be rated as CAs, especially for Rule 10.23 (shore bombardment). (They had the same displacement as the CAs and differed little except in having 12- or 15.6-inch rapid-fire instead of 9.8-inch guns.) [19; 4, pp 82-89]

(d) Destroyers and Escorts. SUMMER class DD, built on FLETCHER class hulls, should have defense rating reduced to 2; there should be at least ten more of this class. There should be at least ten GEARING class DDs, with ratings as for SUMMER class in the rules (defense-3). The limit of 50 DEs seems too low. [4, pp 135-170]

2. Historical Order of Appearance, Japanese Ships.

BB-9 (SHINANO) was laid down in May 1940 and should be completed in 7/44. (Under the rules she could not appear until spring 1946) [8, p 359]. Instead, she may be completed as CVL at cost in points and time as specified in the rules. (Once switched to CVL, she may not be switched back to BB.)

CVL-3 should begin the game in B-3328. CVL-2 should not appear until 13/41, Production Arrival Segment. In Rule 46.42, CVE-23 should be changed to CVE-5. [5, pp 49-56].

The 'MUTSU' class DEs are actually small DDs of MATSU class, with speed-3.

For special rules for Japanese seaplane tenders, see below under (13).

3. Historical Order of Appearance, British Ships.

BB-17 (DUKE OF YORK), omitted from the game, should appear in 6/45 [8, pp 180-181]. (Take the counter of sister ship PRINCE OF WALES, sunk 13/41.)

The battleship arriving 2/42 is BB-03 (WARSPITE), not BB-06, and should appear on the U.S. West Coast (Bremerton). BB-06

Surprise Attack on U.S. Submarines in Port: Rule 41.62 should be supplemented by a provision allowing the two SS in Pearl Harbor and two of the Fleet SS in B-2048 to be attacked in Turn 1. The SS (like DDs) are combined in pairs, with defense-1 and AA-0/1. Results: D1 = no effect; D2 or D3 = one SS destroyed; D4 = both SS destroyed. [9, pp 77, 109]

Questions and Answers

Q. The Sequence of Play states that Air Points which conduct Air Transfer during the Air Phase may not conduct Special Strikes during the immediately following Naval Phase, while Case 5.53 asserts they may. Which is correct? **A.** Case 5.53.

Q. The Air HQ counters disagree with Case 5.33 on the subject of Air Point Capacity. Which is correct? **A.** The counters.

Q. How can Air Force HQs utilize their full Air Point capacity when this capacity is greater than that of the largest airbase? **A.** More than one airbase can be built per hex (but not until the original base is at Level 10). Multiple bases on a hex would be treated as one for all combat purposes.

Q. Case 5.31 states that Secondary Air HQs are deployed at the beginning of each Air Phase. Case 5.36 asserts that they can be deployed during Friendly Ground Segment. Which is correct? **A.** Case 5.36 (only).

Q. May Secondary Air HQs be deployed at the beginning of a scenario? **A.** Yes.

Q. What AA strength attacks Air Points which are bombarding

Supply Points? **A.** The highest AA strength of any single facility in the hex.

Q. Case 10.12 prohibits APB units which are preparing for an AMPH mission from embarking or debarking units. Does this prohibition apply to Supply Points? **A.** Supplies may be embarked, but may only be disembarked in the plotted hex.

Q. Which Bombardment Table is used for bombardment of Seacap Centers? What AA strength is used in such attacks? **A.** Table for Bombardments of Supply Units, AA strength same as above.

Q. May Rail Centers be bombarded (no mention in Rule Section 16)? **A.** They may, use same procedure as for other targets.

Q. Must the four-turn period of inactivity for redeploying Base Forces (Case 20.56) be completed before the Base Force is transported? **A.** Yes.

Q. Must Supply Points for construction of a facility be present in the hex of construction, or may a Supply Path be traced as for other forms of land supply? **A.** A path may be traced.

Q. How does the naval capacity of a Support Force unit limit its capacity to refuel other naval units? **A.** The same way as with a port.

Q. Does the naval capacity of a port restrict the ability of a SF unit to unload supplies at the port? **A.** Yes.

Q. How many MS units does the Allied player receive in the Guadalcanal scenario? **A.** 15.

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CORRECTIONS AND CLARIFICATIONS APPROVED BY SPI

1. **African Coast Holding Block** (Rule 46.34). CLs may be used to meet the garrison needs. (All U.S. and ANZAC ships were busy elsewhere, and with PRINCE OF WALES, REPULSE, and EXETER meeting their fates there are not enough speed-3 capital ships to meet the requirement.)
2. **Stacking of Air Group HQs**. Stacks of HQs may not equal the capacity of the next larger HQ. (This is to prevent stacking of three Group HQs to achieve the same capacity as a Wing at less than half the supply needs.)
3. **Transport Air Points**. Allow combined Transfer/Transport missions at double the normal range (a C-47 may fly 100 MPs one-way with cargo).
4. **Taskforces in Port Hexes**. Taskforces in the same hex as a port are not necessarily in port. The plot should list whether or not they are in port.
5. **U.S. Intelligence** (Rule 22). The Japanese do not have to state the composition of their force.
6. **Resurrection of Lost Ships**. In addition to the anonymous Joint Shipping counters, the following ships may be put back into construction when lost; U.S. DDs of FLETCHER, SUMNER, and GEARING classes; all U.S. DEs; all Japanese CDs.
7. **Initial Deployment**. Rule 41.23 list a Japanese air unit in Anwei, where there is no airfield. This unit may deploy in an adjacent province.
8. **Indian Rail Centers**. Rule 24.4 requires three rail centers to be garrisoned but lists only two. Add New Delhi as third rail center.
9. **Hawaii Garrison**. In Rule 25.2 specifying the garrison requirement, change HB to B, and B to TAC. (Otherwise, the requirement would be hard to meet in 1942/43.)
10. **Resource Centers**. Chart 34.19 lists seven Northern Resource Centers but the map shows an eighth at B-3029. The map is correct and the chart is in error.
11. **Map Corrections**. Manado (C-2408) should be Menado. Brunei (C-1305) should be Brunei. Cam Ranh Bay in Rule 41.21 should be at the anchorage at B-0751.