

# ADMIRAL OF THE FLEET

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This document is comprised of draft sample pages from the new naval wargame rules by Rich Sartore and Jack Joyner.

1. Rulebook Foreword and Introduction
2. Example pages from the Scenarios (Volume I) with sample ship logs
3. Example Pages from the Flag Officer's Handbook

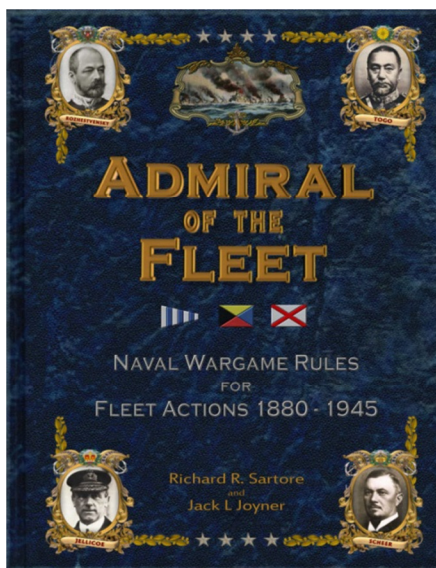
RULEBOOK & GAME CHARTS: available in both print and downloadable PDF

SCENARIOS VOLUME I: available as PDF download only and includes all ship logs to play the scenarios

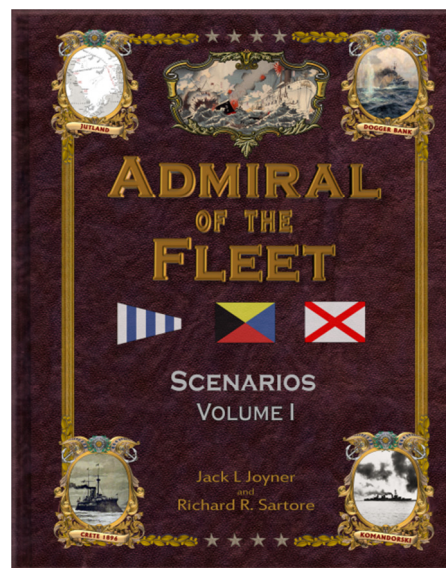
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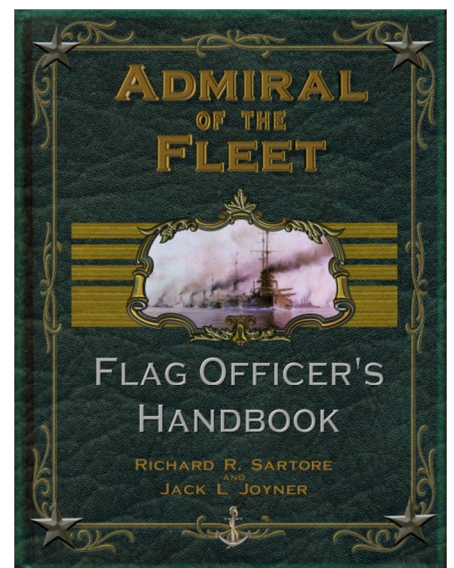
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RULEBOOK



SCENARIOS - VOLUME I



FLAG OFFICER'S HANDBOOK

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## INTRODUCTION

### SO YOU THINK YOU CAN COMMAND A FLEET?

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We issue the above challenge to all naval wargamers right up front, primarily because most naval wargames are focused on players acting as all-seeing captains of a handful of ships, usually permitted to move them about the game table without limitation. While this approach is enjoyable and typically works well for re-enacting smaller battles like River Plate, Denmark Strait and others, it simply doesn't represent the way it happened in real life. Successfully commanding squadrons and divisions of warships in battle required control and skilled communication from a single source; the admiral of the fleet.

"Signals travel alone...and have to be carefully worded to be readily understood. They carry the authority of a ship or squadron. They are paid for with reputations, sometimes even with human lives."

*Captain Jack Broome, RN  
From Make a Signal, 1955.*

For example, at the Battle of Dogger Bank, Vice-Admiral Sir David Beatty, determined to complete the destruction of the German 1<sup>st</sup> Scouting Group, issued signals to direct his forces to continue the pursuit that his badly damaged flagship, HMS LION could no longer lead. Intending to direct his forces to close with the fleeing enemy formation, signals were raised to indicate "Course NE. Attack the rear of the enemy.", but were interpreted to mean "Attack the rear of the enemy bearing NE". This led Beatty's ships to concentrate on the already-doomed SMS BLUCHER, allowing Admiral Franz von Hipper's remaining forces to escape. Without the rules that simulate signaling, this kind of incident can never occur.

Simulating this in a game is certainly a challenge for both the game designer and players, but it is something we sincerely believe is one aspect of fleet engagements long in need of attention. As well-read students of naval history will agree, the difficulties inherent in commanding, maneuvering and fighting large numbers of warships and dealing with the unexpected as well, are the ultimate test of any would-be admiral. Across the five decades of our involvement in playing and designing naval wargames, this has never been seriously addressed in any game system, including SEEKRIEG. We felt that it was time to rectify this by writing ADMIRAL OF THE FLEET with a card-based command and signaling system that is readily adaptable to any other naval gaming system.

The years of research and development that culminated in the publication of SEEKRIEG 5 in 2004 have allowed us to design a new set of rules that, while continuing to accurately reflect important aspects of naval combat such as fire control, armor and penetration and the effects of damage, allow even the largest of naval battles to be re-fought in a single afternoon or evening of play. And, like its predecessor, the broad time period covered by AOTF (1880 to 1945) reflects the ability of the system to accurately deal with the entire era in a single set of rules. This is particularly true of the individual Ship Logs which have been crafted not only to replicate the capabilities of each ship but allow damage more specific to the time period and, in some cases, the ship itself.

AOTF focuses exclusively on surface warfare during the age of the battleship. This was a conscious decision on our part, based on the popularity of surface-only engagements and the difficulties inherent in an accurate portrayal of the additional dimensions required by the addition of aircraft and submarines to the game table. Introducing signaling as a major component of the game was a natural evolution in our design philosophy. While gamers and even some historians tend to think that the "proper" outcome of any wargame is a repetition of the historical outcome, this assumes that the historic result is at the middle of the possible spectrum of outcomes, rather than the extremes. Thus, our design philosophy has always utilized the guardrails provided by individual ship capabilities, thorough research and appropriate application of probability which permits the possible to happen, regardless of the historic outcome.

Good game design strikes a balance between accurately simulating pivotal aspects of naval wargaming and an enjoyable level of playability. While an exhaustive, comprehensive re-creation of signaling systems would be unmanageable, our rules are focused on providing a workable subset of fundamental signals that can be used to add this long-ignored aspect to naval warfare scenarios. However, these simplifications do mean that, by design, some signals can be interpreted in more than one way.

As we have often found to be the case, there is no simple, single correct answer to many questions that arise during a game since the resolution may depend entirely on the situation. We urge players and judges alike to follow the spirit of naval warfare rather than the letter of rules if an odd situation should arise during play. In other words, let the rules work as they were intended and play the game as an admiral or captain truly would; by using tactics and strategy to achieve your victory rather than attempting to gain advantage by exploiting a perceived flaw in the system.

Above all, we sincerely hope you and your gaming partners will find AOTF to be an enjoyable experience in all respects. Although the signaling system will initially present a challenge to some, rest assured that you will, in time, enjoy the satisfaction that comes from having mastered the system after commanding your fleet to victory. That is something only the great admirals of naval history have experienced.

Good luck and Equal Speed Charlie London!

Richard R. Sartore and Jack L. Joyner



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## FOREWORD

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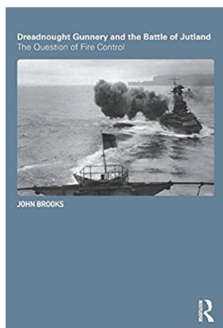
by  
JOHN BROOKS

In writing *The Battle of Jutland* (Cambridge University Press, 2016), I soon became convinced that the signals made during the action were indispensable to its understanding. Thus, in the finished book, the account of every major episode is accompanied by tabulations of the opposing sides' signals. I therefore applaud the appearance of *Admiral of the Fleet*, the new naval war game by Rich Sartore and Jack Joyner, with its emphasis on command and control using a system of signal cards.

The inspiration for this system has been the Royal Navy's *General Signal Book 1915*. However, this ran to nearly 400 pages and was intended to cover a wide range of eventualities; further, to keep signals as brief as possible, it depended on a large number of laconic signal codes that had to be mastered by specialist signal officers and ratings. Fortunately, however, the actual subset of signals employed in the actions of World War I was quite small, so the authors have been able to design a Signal Deck for *Admiral of the Fleet* that is compact and expresses the elements of each signal in at most a few words. Thus players do not need to grapple with signal codes; instead, signals are composed as short sequences of signal cards which have the same 'purport' as actual action signals. Importantly, this means that players are constrained to manoeuvre individual ships or larger divisions only by the same orders that were available to commanders in the battleship era.

This realism will doubtless challenge players and add to the fascination of the game. Perhaps, too, it will allow them to explore realistically some interesting might-have-beens: for example, whether the Run to the South at Jutland might have ended differently if Beatty had formed his line sooner; or whether divided tactics might have produced more decisive outcomes. *Admiral of the Fleet* will surely offer opportunities for enjoyable game play in scenarios both historical and imagined.

John Brooks  
Harpenden, Herts. UK  
October, 2021



After a career in computing and telecommunications, John Brooks obtained his doctorate from the Department of War Studies, King's College London. Now an independent scholar, he is the author of *Dreadnought Gunnery and the Battle of Jutland: The Question of Fire Control* (2005) and *The Battle of Jutland* (2016).

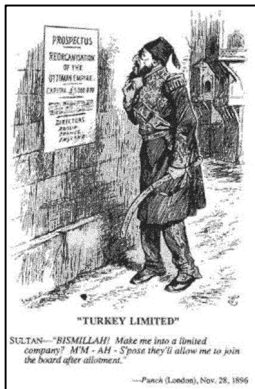


# THE BATTLE OF CRETE

## APRIL 12, 1898

### Scenario Background

The island of Crete became an Ottoman province in 1669, after the Siege of Candia (modern-day Heraklion), claimed by some historians to be the longest siege in history. The end of four centuries of Venetian rule resulted in decades of Muslim-Christian conflict, characterized by assassinations of religious and political leaders and massacres of the civilian populace, in some instances the inhabitants of entire cities.



Greece succeeded in securing its independence from the Ottoman Empire in a conflict that was fought between 1821 and 1829. The Greeks were assisted by Great Britain, France and Russia; each sent naval squadron in 1827, intercepting and defeating the Ottoman–Egyptian fleet at Navarino. In 1828, a French expeditionary force forced the Egyptian army to withdraw, and Russia invaded the Ottoman Empire forcing it to accept Greek autonomy in the Treaty of Adrianople in 1829. These and other failures in Ottoman hegemony led to the empire's characterization as the "sick man of Europe" a phrase Tsar Nicholas I of Russia is credited for coining.

Crete took part in the Greek War of Independence, but the uprising was suppressed and the island remained under Egyptian control until 1840, when it was restored to full Ottoman authority. Following the Cretan Revolt during the years of 1866–1869 and successive unrest, the island received significant autonomy, but the 1895 massacre of Armenians in Anatolia shocked international public opinion and Ottoman violations of the autonomy statutes and Cretan aspirations for eventual union with the Kingdom of Greece led to the Cretan Revolt of 1897–1898 and the Greco-Turkish War of 1897.

Faced with the Cretan problem, the European powers had three potential solutions: the restoration of Turkish authority, the union of Crete with Greece (a solution favored by public opinion and the European press) or autonomy, a solution first formulated by the Great Britain. On March 15, 1897 the European powers sent Greece their proposal for autonomy for the island. Though the Greek government categorically refused, on March 20, the powers declared the autonomy of Crete, placed under the suzerainty of the Ottoman Empire and, with their fleets, blockaded the island beginning March 21.

As part of this effort an International Squadron was formed which operated in Cretan waters from February 1897 to December 1898. The senior admiral from each of the Great Powers became a member of an "Admirals Council", tasked with managing the affairs of the island. Initially led by Vice Admiral Felice Napoleone Canevaro of Italy, the Council was additionally comprised of:

- Kontreadmiral Johann Edler von Hinke of Austria-Hungary, Deputy Council Chairman;
- Rear Admiral Édouard Pottier of France (who later replaced Canevaro as Council Chairman)
- Korvettenkapitän Hans Otto Koellner of Germany
- Rear Admiral Sir Robert Hastings Penruddock Harris of Great Britain, and;
- Rear Admiral P. P. Andreev of Russia.

### THE GREAT POWERS INTERVENE



The Great Powers (United Kingdom, France, Italy, Austria-Hungary, Germany and Russia) continued to have political interests and exerted their influence on the island of Crete. In 1897, when the Cretan Revolt led the Ottoman Empire to declare war on Greece, the United Kingdom, France, Italy and Russia intervened on the grounds that the Ottoman Empire could no longer maintain control and that continued conflict might lead to a greater war in Europe.

## ORDER OF BATTLE



Royal Navy White Ensign

### BRITISH SQUADRON

UNDER THE COMMAND OF

REAR ADMIRAL  
GERARD H. U. NOEL



British Flagship *Revenge*

<i>Battle Division</i>	
SHIP	CLASS
<b>Revenge</b> (F) Captain Charles John Briggs	<i>Royal Sovereign</i>
<b>Barfleur</b> Captain Reginald Neville Custance	<i>Centurion</i>
<b>Camperdown</b> Captain Robert William Craigie	<i>Admiral 2</i>
<b>Hood</b> Captain Arthur C. B. Bromley	<i>Hood</i>

<i>Cruiser Division</i>	
<b>Astraea</b> (F) Captain Henry Deacon Barry	<i>Astraea</i>
<b>Venus</b> Captain Archibald Berkeley Milne	<i>Eclipse</i>
<b>Isis</b> Captain Henry Hart Dyke	<i>Eclipse</i>

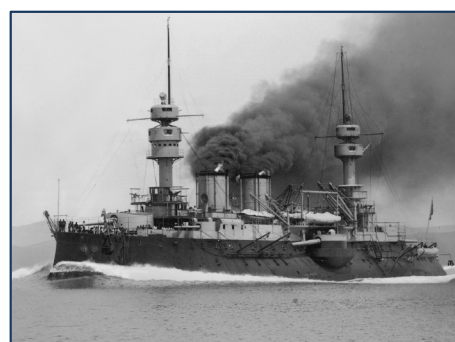


French Navy Ensign

### FRENCH SQUADRON

UNDER THE COMMAND OF

CONTRE-AMIRAL  
EDOUARD POTTIER



French Flagship *Jaureguiberry*

<i>Battle Division</i>	
SHIP	CLASS
<b>Jaureguiberry</b> (F) Capitaine Xavier André Foret	<i>Jaureguiberry</i>
<b>Charles Martel</b> Capitaine Charles T. R. Rouvier	<i>Charles Martel</i>
<b>Carnot</b> Capitaine Edmond Baptistin Ravel	<i>Carnot</i>
<b>Brennus</b> Capitaine Eugène Louis Gadaud	<i>Brennus</i>

<i>Cruiser Division</i>	
<b>Pothuau</b> (F) Capitaine Paul Louis Germinet	<i>Pothuau</i>
<b>Amiral Charner</b> Capitaine Robert C. M. E. Cordier	<i>Amiral Charner</i>
<b>Chanzy</b> Capitaine Joseph Jules Bugard	<i>Amiral Charner</i>
<b>Latouche-Treville</b> Capitaine Horace A. Jauréguiberry	<i>Amiral Charner</i>

By 0500, it was clear to the Russians that they had been discovered and were being shadowed.

At 0634, the forty vessels of the Japanese fleet sortied with Togo's flagship Mikasa in the lead. Wireless reports from shadowing cruisers allowed the Japanese to close to sighting distance by 1340. Japanese cruisers and destroyers had shadowed the Russian formation aggressively and raised fear that mines would be laid across the formations line of advance. Frustrated with Rozhstvensky's inaction against enemy units within range, battleship Orel opened fire with her six-inch battery on her own authority with other units in range joining based on the assumption that a signal had been given to commence the attack. A cease fire signal from Suvarov followed by "Do not waste ammunition" against units out of effective range. The crews were sent to dinner, convinced they driven the frightened enemy away.

With re-appearance of the shadowing Japanese cruisers, Rozhstvensky issued the first of two orders that impacted the overall effectiveness of his entire formation, signaling his 1st Division move to a line-abreast formation to maximize fire from their forward batteries. The ensuing confusion caused the order to be rescinded and the Russian fleet to resume a formation of two columns in line-ahead with the 1st Division led by Suvarov and the newer units in the starboard column and slightly in advance of the older units of the 2nd and 3rd Divisions to port. The confused Russian formation was on a course roughly north-northeast when Togo's main battleline was sighted.

The Japanese formation had approached from a northeasterly direction which appeared to be advantageous to the Russian fleet as Rozhstvensky's signals had somehow ensured that the Suvarov and her more modern sisters would lead the attack. Togo's forces were primarily arrayed in a single line-ahead formation, four battleships in the van followed by the 2nd Division's armored cruisers. After determining the weakness in the disposition of the Russian formation, Togo ordered a course change to starboard to "cross the T" of the enemy forces while still out of effective range of most of the enemy units.

Togo held fire while completing the action, choosing to order targeting after his maneuvers were complete. Suvarov opened fire on at 1349 at a range of 6400 yards scoring the first of 15 hits in Mikasa received in the first five minutes of combat. Russian fire was initially surprisingly good, but became poorer as fatigue and inexperience took their toll. After completing his initial movement, Togo ordered a 180° turn to starboard and continued to parallel the Russian formation.



Signal Flag Zulu

At approximately 1355, Togo ordered the hoisting of the Z flag, issuing a preplanned signal to the entire fleet: "The Empire's fate depends on the result of this battle, let every man do his utmost duty." The signal was a reflection of the seven years Togo studied naval tactics in Great Britain as well as his admiration for the achievements of Vice-Admiral Horatio Nelson. Finally, orders were signaled to open fire, with Mikasa and the three other 1st Division battleships concentrating on Suvarov with Oslabya the target of the heavy cruisers. The disposition of the Russian formation and Togo's maneuvers prevented most of the 2nd Division from taking any real part in the early part of the battle and limited the participation of Suvarov's sisters.



Signal XGE: Surrender

Japanese fire eventually took its toll and at 1415, Mikasa scored a hit on Suvarov that started a serious fire that typified the effect that Japanese use of high-explosive shells filled with Shimosa explosive had during the entire battle. Oslabya was the first Russian ship to succumb sinking roughly 90 minutes after the battle began. A direct hit by Fuji ignited Borodino's magazines and she sank with all hands. In addition, Suvarov and Imperator Aleksandr III were lost during the daylight portion of the battle. Four Japanese ships were damaged, but none were lost.

Владимир Иосифович Бэр



THE CAPTAIN WHO  
BECAME AN ADMIRAL  
IN AN AFTERNOON

Following the death of Admiral Dmitry von Fölkersahm on May 24, Rozhstvensky appointed the captain of Fölkersahm's flagship, *Oslabya*, Vladimir Iosifovich Baer, to command the Second Division.

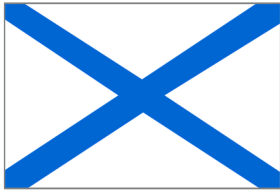
Born on November 12, 1853 in Yelnya, he joined the naval service in 1871 and rose through the ranks, eventually attaining the rank of Captain 1<sup>st</sup> Class in April of 1899. On May 17, 1904 he was appointed to command *Oslabya*.

Reportedly very brave, he was also something of a martinet, having been brought before the naval court of Kronstadt in December 1894 for misdemeanors stipulated by the naval code on punishments. Later, he refused a promotion to Rear-Admiral in order to remain captain of the *Oslabya*.

While there is no official record of a promotion and Fölkersahm's flag still flew on *Oslabya* during the battle, there is no question that Captain Baer was commanding the Second Division at the Battle of Tsushima. He died along with many others of the battleship's crew, refusing to leave the bridge.

# ADMIRAL OF THE FLEET

FLEET ACTIONS 1880-1945



Российский  
императорский флот

## RUSSIAN FLEET

UNDER THE COMMAND OF

VICE - ADMIRAL  
**ZINOVY  
ROZHESTVENSKY**

Зиновий Петрович Рожественский



*Russian Flagship Suvorov*

### BATTLE FLEET

#### First Division

Vice-Admiral Zinovy Rozhestvensky

SHIP	CLASS
<b>Suvorov</b> (F) Captain Vasily V. Ignatsius	<i>Borodino</i>
<b>Imperator Aleksandr III</b> Captain Nikolai M. Bukhvostov	<i>Borodino</i>
<b>Borodino</b> Captain Petr I. Serebrennikov	<i>Borodino</i>
<b>Orel</b> Captain Nikolai V. Jung	<i>Borodino</i>

#### Second Division

Captain Vladimir I. Bir

<b>Oslyabya</b> (F) Captain Vladimir I. Bir	<i>Peresviet</i>
<b>Sissoi Veliky</b> Captain Mikhail V. Oserov	<i>Sissoi Veliky</i>
<b>Navarin</b> Captain Baron B.A. Fitingof	<i>Navarin</i>
<b>Admiral Nakhimov</b>	<i>Admiral Nakhimov</i>

#### Third Division

Rear-Admiral Nikolai Nebogatov

<b>Imperator Nikolai I</b> (F) Captain V. V. Smirnov	<i>Imperator Aleksandr II</i>
<b>Gen. Adm. Graf Apraksin</b> Captain N. G. Liwin	<i>Admiral Ushakov</i>
<b>Admiral Seniavin</b> Captain S. J. Grogoryev	<i>Admiral Ushakov</i>
<b>Admiral Ushakov</b> Captain V.N. Miklukha-Maklai	<i>Admiral Ushakov</i>

#### Attached Cruisers

<b>Zhemchug</b>	<i>Izumrud</i>
<b>Izumrud</b>	<i>Izumrud</i>

#### First Cruiser Division

Rear-Admiral Oskar Enkvist

<b>Oleg</b> (F)	<i>Bogatyr</i>
<b>Aurora</b>	<i>Pallada</i>
<b>Dmitri Donskoi</b>	<i>Dmitri Donskoi</i>
<b>Vladimir Monomakh</b>	<i>Vladimir Monomakh</i>

#### Second Scouting Division

<b>Svetlana</b>	<i>Svetlana</i>
<b>Ural</b>	AMC

#### First Destroyer Division

<b>Byedovi</b>	<i>Boiki</i>
<b>Buini</b>	<i>Boiki</i>
<b>Bravi</b>	<i>Boiki</i>
<b>Buistri</b>	<i>Boiki</i>

#### Second Destroyer Division

<b>Blestyashchi</b>	<i>Boiki</i>
<b>Bezuprechni</b>	<i>Boiki</i>
<b>Bodri</b>	<i>Boiki</i>
<b>Gromki</b>	<i>Boiki</i>
<b>Grozni</b>	<i>Boiki</i>

#### Transport Squadron (Auxiliaries)

<b>Almaz</b>	Armed Yacht
<b>Anadyr</b>	Transport
<b>Irtuish</b>	Transport
<b>Kamchatka</b>	Repair Ship
<b>Koreya</b>	Ammunition Ship
<b>Rus</b>	Fleet Tug
<b>Svir</b>	Fleet Tug
<b>Orel</b>	Hospital Ship
<b>Kostroma</b>	Hospital Ship







## RUSSIA

1st Destroyer Division														
DD	Buini	GUNFIRE		5420-0	350 ts	210 ft	26 kts	3x M.1898L	DMG CLASS	I	650/30	980/25		
		0-18 KTS	19-36 KTS										TS: 0	SPEED 26
		9	6											
TRN	RANGE	TARGET	TT#	ANG	TGT MOVE	ARRIVE								
DD	Bravi	GUNFIRE		5422-0	350 ts	210 ft	26 kts	3x M.1898L	DMG CLASS	I	650/30	980/25		
		0-18 KTS	19-36 KTS										TS: 0	SPEED 26
		9	6											
TRN	RANGE	TARGET	TT#	ANG	TGT MOVE	ARRIVE								
DD	Buistri	GUNFIRE		5424-0	350 ts	210 ft	26 kts	3x M.1898L	DMG CLASS	I	650/30	980/25		
		0-18 KTS	19-36 KTS										TS: 0	SPEED 26
		9	6											
TRN	RANGE	TARGET	TT#	ANG	TGT MOVE	ARRIVE								
DD	Byedovy	GUNFIRE		5426-0	350 ts	210 ft	26 kts	3x M.1898L	DMG CLASS	I	650/30	980/25		
		0-18 KTS	19-36 KTS										TS: 0	SPEED 26
		9	6											
TRN	RANGE	TARGET	TT#	ANG	TGT MOVE	ARRIVE								
2nd Destroyer Division														
DD	Grozni	GUNFIRE		5439-0	350 ts	210 ft	26 kts	3x M.1898L	DMG CLASS	I	650/30	980/25		
		0-18 KTS	19-36 KTS										TS: 0	SPEED 26
		9	6											
TRN	RANGE	TARGET	TT#	ANG	TGT MOVE	ARRIVE								
DD	Blestyashtchi	GUNFIRE		5423-0	350 ts	210 ft	26 kts	3x M.1898L	DMG CLASS	I	650/30	980/25		
		0-18 KTS	19-36 KTS										TS: 0	SPEED 26
		9	6											
TRN	RANGE	TARGET	TT#	ANG	TGT MOVE	ARRIVE								
DD	Bezuprechni	GUNFIRE		5427-0	350 ts	210 ft	26 kts	3x M.1898L	DMG CLASS	I	650/30	980/25		
		0-18 KTS	19-36 KTS										TS: 0	SPEED 26
		9	6											
TRN	RANGE	TARGET	TT#	ANG	TGT MOVE	ARRIVE								
DD	Bodri	GUNFIRE		5425-0	350 ts	210 ft	26 kts	3x M.1898L	DMG CLASS	I	650/30	980/25		
		0-18 KTS	19-36 KTS										TS: 0	SPEED 26
		9	6											
TRN	RANGE	TARGET	TT#	ANG	TGT MOVE	ARRIVE								
DD	Gromki	GUNFIRE		5438-0	350 ts	210 ft	26 kts	3x M.1898L	DMG CLASS	I	650/30	980/25		
		0-18 KTS	19-36 KTS										TS: 0	SPEED 26
		9	6											
TRN	RANGE	TARGET	TT#	ANG	TGT MOVE	ARRIVE								







# CATALOGUE OF FLAG SIGNALS

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The individual cards comprising this catalog are meant to provide gamers a means to direct a fleet, squadron or division of warships on the game table at a flag command level. Many, but not all, of the signal flags and their corresponding interpretation were taken from the Royal Navy's GENERAL SIGNAL BOOK, 1915. Of course, it would require multiple decks of many cards in order to replicate the hundreds of signals and their many variations included in the 353 pages (plus addendums) of that book.

Consider the example of the following coded flag signal issued by Admiral Jellicoe to begin the deployment of the Grand Fleet at the Battle of Jutland:

Equal Speed South East by East (Equal Speed pendant, C flag, L flag)

The actual meaning of the "Equal Speed Charlie London" signal is translated according to the signal book as: *"The column nearest SE by E is to alter course in succession to that point of the compass, the remaining columns altering course leading ships together, the rest in succession so as to form astern of the column, maintaining the speed of the fleet."*

The Signal Cards in this catalog, while simplified for gaming purposes, are commensurate with the types of signals that might have been issued during any naval battle and, while they may not necessarily illustrate the actual flags or hoists used, do convey the intended meaning.

The deck is organized into six categories in order to simplify organizing your cards for play:

**NUMERIC:** Cards used to specify numeric values necessary for signals such as speed, course or bearing.

**UNIT ID:** Cards used to identify a specific unit (division, ship, squadron, flotilla, etc.).

**BATTLE ORDER:** Cards used to initiate a pre-determined battle order.

**DIRECTION:** Cards used to specify a particular direction necessary for certain signals.

**MANEUVER:** Cards used to initiate a particular maneuver or formation.

**ACTION:** Cards used during battle to direct gunfire and other aspects of the engagement.


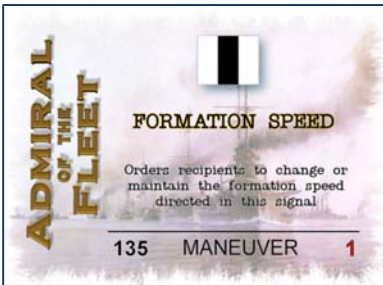



# ADMIRAL OF THE FLEET


FLEET ACTIONS 1880-1945

CARD IMAGE	USAGE
 <p><b>ID:</b> 100 thru 109    <b>TYPE:</b> NUMERIC</p>	<p><b>DURATION:</b> Used once in combination with any signal requiring a numeric value be specified.</p> <p><b>DESCRIPTION:</b> Used to convey a numeric value associated with an order, maneuver, direction or bearing (i.e. to communicate "Alter course to port 25 degrees", the cards would be 144, 126, 101, 104).</p> <p>Repeater signals (150, 151) can be used when the desired numeric value requires two of the same numeral (i.e. to communicate "220", the cards would be: 101, 115, 109).</p>
 <p><b>ID:</b> 110 thru 114    <b>TYPE:</b> NUMERIC</p>	<p><b>DURATION:</b> Used once in combination with any signal requiring a numeric value be specified.</p> <p><b>DESCRIPTION:</b> Used to convey a two-digit numeric value (10, 30, 45, 60, 90) associated with an order, maneuver, direction or bearing (i.e. to communicate "Alter course to port 45 degrees", the cards would be 144, 126, 112). Note that 144, 126, 103, 104 can also be used for the same signal.</p>
 <p><b>ID:</b> 115 thru 116    <b>TYPE:</b> NUMERIC</p>	<p><b>DURATION:</b> Used once in combination with any signal requiring a numeric value be specified.</p> <p><b>DESCRIPTION:</b> Used to repeat the information communicated by the previous Signal Card. Repeater signals (115, 116) can be used when the desired numeric value requires two of the same numeral (i.e. to communicate "220", the cards would be: 101, 150, 109).</p>
 <p><b>ID:</b> 117 thru 122    <b>TYPE:</b> UNIT ID</p>	<p><b>DURATION:</b> Used once in combination with an order or maneuver.</p> <p><b>DESCRIPTION:</b> Indicates the following signal is directed to the tactical unit 1, 2, 3, 4, 5 or 6 (ship, division, squadron or flotilla) as previously determined by the commanding flag officer.</p>
 <p><b>ID:</b> 123 thru 125    <b>TYPE:</b> ORDER</p>	<p><b>DURATION:</b> Continuous until completed by all recipients or until order is cancelled</p> <p><b>DESCRIPTION:</b> Orders recipients to perform maneuvers necessary to execute a pre-determined Battle Order. Note that maneuvers associated with order may take several game turns to complete and may have unpredictable results if cancelled before completed.</p> <p>Cancelling the order prior to completion will result in ships maintaining their course at the beginning of the MOVEMENT PHASE of the game turn in which the CANCEL (163) signal is made, unless additional orders are given for course changes in the same signal.</p>

# ADMIRAL OF THE FLEET

FLEET ACTIONS 1880-1945

CARD IMAGE	USAGE
 <p><b>ID: 134 TYPE: DIRECTION</b></p>	<p><b>DURATION:</b> Used once in combination with an order or maneuver.</p> <p><b>DESCRIPTION:</b> Indicates the following Signal Card references a bearing or point of the compass.</p>
 <p><b>ID: 135 TYPE: MANEUVER</b></p>	<p><b>DURATION:</b> Continuous until superseded by new order for change of speed</p> <p><b>DESCRIPTION:</b> Orders recipients to change or maintain the formation speed directed in this signal. Used to convey the desired speed for a formation and must be followed by cards designating a numeric value to indicate the speed in knots.</p> <p>Signal can be cancelled (163) or superseded on a following game turn by any signal ordering a change in speed (i.e. 136).</p>
 <p><b>ID: 136 TYPE: MANEUVER</b></p>	<p><b>DURATION:</b> Continuous until superseded by new order for change of speed</p> <p><b>DESCRIPTION:</b> Orders receiving ships to increase to their maximum capable speed, regardless of formation speed constraints or previous speed orders. Signal can be superseded on a following game turn by any signal ordering a change in speed (i.e. 135).</p>
 <p><b>ID: 137 TYPE: MANEUVER</b></p>	<p><b>DURATION:</b> Continuous until completed or cancelled</p> <p><b>DESCRIPTION:</b> Orders ships to begin a turn (to port or starboard) in the direction and number of degrees specified, following in the wake of the lead ship in the formation. Also known as a CORPEN TURN. This maneuver is considered complete when all ships in the formation are on the same course as the lead ship. Note that this maneuver is likely to take several game turns to complete and may have unpredictable results if cancelled before completed.</p> <p>Cancelling the order prior to completion will result in ships maintaining their course at the beginning of the MOVEMENT PHASE of the game turn in which the CANCEL (163) signal is made, unless additional orders are given for course changes in the same signal.</p> <p><b>See Diagram 6-2</b></p>
 <p><b>ID: 138 TYPE: MANEUVER</b></p>	<p><b>DURATION:</b> Continuous until completed or cancelled</p> <p><b>DESCRIPTION:</b> Orders lead ship of each division to begin a <i>turn together</i> (to port or starboard) in the direction and number of degrees specified, with the remaining ships of each division following in the wake of the lead ship of the division.</p> <p>This maneuver differs from #137 in that it assumes the line is comprised of multiple divisions and is considered complete when all ships in all divisions are on the same course as the lead ship of the division. Note that this maneuver is likely to take several game turns to complete and may have unpredictable results if cancelled before completed.</p> <p>Cancelling the order prior to completion will result in ships maintaining their course at the beginning of the MOVEMENT PHASE of the game turn in which the CANCEL (163) signal is made, unless additional orders are given for course changes in the same signal. <b>See Diagram 6-1</b></p>

<b>ADMIRAL OF THE FLEET</b> 	<b>JUTLAND: THE RUN TO THE SOUTH</b>	
	May 31, 1916	
	Formations at time of sighting: 1540	
	<b>VISIBILITY:</b>	24,000 yards
	<b>SEA STATE:</b>	2
<b>WINDS:</b>	4-6 knots from the W	

