

A & A GAME ENGINEERING PRODUCT SUPPORT

Product Support sheets come in the following types:

- Clarifications – these are more general clarifications about game play in response to questions from players.
- Corrections and Amendments – these include corrections to errors in game data, typing errors, and mistakes in game play that have come to light. These may come in two alternatives:
 - applicable to the most recent edition.
 - applicable to previous editions. These items will all have been incorporated into the latest edition on sale.
- New Rules – These rules will have been developed in response to requests from players. They may also have been developed from House Rules (see below).
- House Rules and player suggestions. House rules that are tested and work well may be incorporated into the basic rules if the author(s) approve.

The content of the sheets follows the same order as the rules in the book and the first sheet shows a summary of these sections and indicates those that are affected by the current sheet.

IRON AND FIRE

SUGGESTED POINTS VALUE CALCULATION

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This is a contentious area which you may decide to leave well alone. I know the argument that any points system leads to some form of competitive play, with the spectre of the players picking or designing game-winning ships that are incompatible or unrealistic. Clearly, if you have time, a campaign system and “missions” are more realistic, and real world encounters are seldom balanced. However, what I need is a simple system that gives a broad guide to the worth of a ship, so that I can quickly put together reasonable balanced forces for a game between friends. For instance, expanding on the “Somewhere on the Yazoo” game by adding additional forces to both sides.

Having the fleet lists in “Blue Steel, Grey Thunder” is useful because it identifies the parameters of all the ships and models that are available, but it would be even more useful if there were a points value for each ship. Hence, here is a suggested very simple system that uses the numbers given for the ships and guns as a basis for the game values. It is not supposed to be detailed, but does emphasize the strong points of a vessel.

Size

Add the SP and the BP to give the size factor. Big ships are more easy to hit than small ones, so no additional note need be taken of sizes.

Guns

Add the value for each of the guns to give the armament factor. The value for each gun is the Penetration at zero range times the penetrating DR. This apparently simple math seems more balanced since Rifles tend to do less damage, and longer ranged guns have larger penetrations at short range. For instance, an 11" SB has a penetration of 6 and a DR of 4, so the gun value is 24. (The values are from BSGT where there is a special ACW gunnery table). If the gun mounting has more than a standard arc, double the cost of the arc covers 180 degrees, quadruple if in a turret. You might halve

the cost if the arc is very restricted.

Rams etc.

Add 50 for a Ram bow and 100 for a spar torpedo to give the factor for optional extras. (These numbers are a wild guess).

Speed

Square the speed in knots to give the speed factor. For example 5 knots gives a value of 25, and 10 knots 100.

Armour

Add up the Size, armament, options, and speed, and then add 25% to the total for each point of AT on the thickest part of the hull, or turret if a monitor. (I don't think the effect of armour is linear like this, but it's simple and feels about right, since the heavily armoured vessels cost a lot more. I ignore minor variations in Pilot house AT.

Interestingly, the Hampton Roads scenario seems to pit an expensive Virginia against a cheaper Monitor, but when the other ships in the scenario are taken into account, including a damaged Minnesota, the points total comes out very closely matched.

| <i>Name</i> | <i>Hull</i> | <i>Guns</i> | <i>Speed</i> | <i>Ram</i> | <i>AT</i> | <i>Base cost</i> | <i>Cost with Armour</i> |
|-------------------|-------------|-------------|--------------|------------|-----------|------------------|-------------------------|
| Hampton | 12 | 31 | 100 | 0 | 0 | 143 | 143 |
| Alabama | 74 | 82 | 100 | 0 | 0 | 256 | 256 |
| Virginia | 229 | 244 | 25 | 50 | 5 | 548 | 1233 |
| Columbia | 150 | 146 | 25 | 50 | 6 | 371 | 927 |
| Arkansas | 64 | 124 | 64 | 50 | 5 | 302 | 679 |
| Price | 44 | 12 | 144 | 50 | 0 | 250 | 250 |
| Planter | 21 | 16 | 64 | 0 | 0 | 101 | 101 |
| Beaufort | 9 | 2 | 100 | 0 | 0 | 111 | 111 |
| Pat Henry | 96 | 36 | 64 | 0 | 0 | 196 | 196 |
| Lafayette | 161 | 180 | 16 | 0 | 3 | 357 | 625 |
| Kearsarge | 109 | 88 | 121 | 0 | 0 | 318 | 318 |
| Monadnock | 155 | 512 | 81 | 0 | 8 | 748 | 2244 |
| New Ironsides | 234 | 420 | 36 | 0 | 5 | 690 | 1552 |
| Monitor | 60 | 192 | 36 | 0 | 6 | 288 | 720 |
| Baron De Kalb | 58 | 156 | 64 | 0 | 4 | 278 | 556 |
| Morris | 37 | 82 | 64 | 0 | 4 | 278 | 556 |
| Minnesota | 277 | 984 | 144 | 0 | 0 | 1405 | 1405 |
| Damaged Minnesota | 40 | 750 | 144 | 0 | 0 | 934 | 934 |
