

# THE GERMANS WHO NEVER LOST

by Tim Price



SMS Koenigsberg off Dar es Salaam

## INTRODUCTION

These rules are designed to produce a strategic map game for the operations of the German Commerce Raider the SMS Koenigsberg, during the First World War. The game is designed for two teams of players (normally at least two players per team) and an Umpire. It can easily be resolved in about an hour.

## OUTLINE

You should divide the players into two teams; one playing the British under Admiral King-Hall, the other playing Kapitain Max Loof of the SMS Koenigsberg. The teams should be placed where they cannot see or overhear what the other team is up to, and handed their briefings.

Each player should be equipped with an A3 photo-enlargement of the Commerce Raiding Map, while the Umpire has an A4 version, in a transparent document protector.

Game turns are in days. Each team plots the movement of their respective ships on the map, the details of which are noted by the umpire on his smaller map. The Umpire then compares the movements and lets the players know what happened. If player ships spot and engage each other, the play is resolved using the Combat Rules below (or can be transferred to the tabletop using some other tactical rules to resolve the outcome). Play continues until the Konigsberg is sunk.

The outcome should then be compared with what actually happened in real life.

# MAIN RULES

## STARTING DISPOSITIONS

SMS Konigsberg:	Anywhere up to 2 hexes away from Zanzibar.
SMS Somalia (Collier):	Anywhere on the map.
HMS Hyacinth:	The hex NE of Zanzibar.
HMS Astraea:	The hex NE of Zanzibar.
HMS Pyramus:	The hex NE of Zanzibar.

## MOVEMENT

You should make up some Ship Record Cards, as follows:

<b>Ships Name:</b>										
<b>Maximum Speed:</b>					<b>5</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>
<b>Fuel Remaining:</b>	<b>01</b>	<b>02</b>	<b>03</b>	<b>04</b>	<b>05</b>	<b>06</b>	<b>07</b>	<b>08</b>	<b>09</b>	<b>10</b>
	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>	<b>17</b>	<b>18</b>	<b>19</b>	<b>20</b>
	<b>21</b>	<b>22</b>	<b>23</b>	<b>24</b>	<b>25</b>	<b>26</b>	<b>27</b>	<b>28</b>	<b>29</b>	<b>30</b>
<b>Days at Sea:</b>	<b>02</b>	<b>04</b>	<b>06</b>	<b>08</b>	<b>10</b>	<b>12</b>	<b>14</b>	<b>16</b>	<b>18</b>	<b>20</b>
	<b>22</b>	<b>24</b>	<b>26</b>	<b>28</b>	<b>30</b>	<b>32</b>	<b>34</b>	<b>36</b>	<b>38</b>	<b>40</b>
	<b>42</b>	<b>44</b>	<b>46</b>	<b>48</b>	<b>50</b>	<b>52</b>	<b>54</b>	<b>56</b>	<b>58</b>	<b>60</b>
	<b>62</b>	<b>64</b>	<b>66</b>	<b>68</b>	<b>70</b>	<b>72</b>	<b>74</b>	<b>76</b>	<b>78</b>	<b>80</b>
	<b>82</b>	<b>84</b>	<b>86</b>	<b>88</b>	<b>90</b>	<b>92</b>	<b>94</b>	<b>96</b>	<b>98</b>	<b>00</b>

The maximum speed for each ship is given (in hexes per day) and the amount of coal used per hex can be derived from the following chart:

<b>Ship's Actual Speed</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>Ship's Max Speed</b>
<b>Fuel Used per Hex</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>5</b>
	<b>1</b>	<b>1</b>	<b>2</b>	<b>3</b>		<b>4</b>
	<b>1</b>	<b>2</b>	<b>3</b>			<b>3</b>
	<b>1</b>	<b>3</b>				<b>2</b>
	<b>1</b>					<b>1</b>

So a ship with a maximum speed of 5 that is travelling a speed of 4 hexes, uses 2 units of coal for each hex (total = 8). A ship with a maximum speed of 3 that is travelling at a speed of 2 hexes, uses 2 units of coal per hex (total = 4). It can, therefore, be seen that the faster the ship travels, the greater the *rate* of consumption of coal it uses. For the purposes of the game all ships are assumed to have the same quantity of fuel at the start. The ship record cards should be copied and passed to the players, who should cross off fuel used and days spent at sea.

## SPOTTING

When two player ships are in the same hex, roll to see if they spot each other, as follows:

Basic Score required:	6+ D10
Modifiers:	
Target Ship at maximum speed	+1
Target Ship is disguised	-1
Target Ship is a German ship in Hex SE of Zanzibar	-2
Target Ship is a Collier	-1

It is possible to disguise the Koenigsberg with an extra, false, funnel, if the German player thinks of this. It requires a week to make while moored somewhere..

## MERCHANT SHIP DISCOVERY

Each day the SMS Konigsberg should dice to see if it discovers an Allied Merchant ship.

Basic Score required:	10+ D10
Modifier:	
If 2 or more hexes crossed were shaded during that day's sailing	+1

If a Merchant Ship is discovered in a shaded hex adjacent to India, or between India and the Red Sea, dice again to see if it is escorted by a ship from the India Squadron:

Basic Score required:	10+ D10
Dice for actual ship:	1D6
1 = HMS Dartmouth	
2 = HMS Fox	
3 = HMS Alert	
4 = HMS Espiegle	
5 = HMS Odin	
6 = HMS Sphinx (Armd Merchant)	

Merchant ships are automatically sunk, but have a 8+ D10 chance of getting off a radio signal giving details of the attack and position. After 3 days, details of any Merchant ship sunk without getting off a radio message, are passed to the British player anyway.

## BOILER TROUBLE

The ships of this period and theatre were continually plagued with boiler trouble. For every 10 days at sea, or at the end of each day spent sailing at Max speed, dice as follows:

Basic Score required:	8+ D10
Modifiers:	
SMS Koenigsberg (German coal)	-2
SMS Koenigsberg (Captured coal)	+0
HMS Chatham, Dartmouth, Weymouth	-1
HMS Pyramus, Pegasus, Astraea	+1

If a ship experiences boiler trouble, roll again. 5+ D6 reduced the Maximum speed by 2, otherwise reduce the maximum speed by 1. Boiler trouble, reducing the ship's Max speed by 1 can be repaired by spending 1 week in a repair port, for the British; or a week hidden in the Rufiji River Delta (RRD) for the Germans. Repairing trouble that has reduced the Max speed by 2, requires a month to fix.

## INTELLIGENCE

The British player will intercept any German radio traffic on 8+ D10, as the British had details of the German codes.

The Germans will be told the full details of any British ships in any of the Repair Ports, and any movement in the 3 hexes S of Zanzibar (but not the name of the ship).

Rumours: Every day there is a 6+ D6 chance of a rumour reaching the British player, as follows:

Dice for accuracy (1D6):

- 1 or 2 = Exact report, but totally false.
- 3 or 4 = Vague report, but totally false.
- 5 = Vague report, but accurate to within 5 hexes.
- 6 = Accurate report, to within 1 hex.

## REFUELLING

The Germans, due to the danger of approaching the coast of Africa, used the SMS Somalia to refuel at sea. This ship is classed as a Merchantman, but has, not surprisingly, unlimited fuel. It can refuel the SMS Konigsberg twice, before requiring to refill. Poor quality British coal can be taken off an enemy vessel, prior to sinking it, but if used it carries an increased risk of boiler trouble (see above).

The Umpire should plot the movement of the SMS Somalia, bearing in mind that any radio messages are liable to interception.

The British have the capability of using a collier, but would normally refuel at any Repair Port, Mauritius, the Seychelles or Aden/British Somalia (the entrance to the Red Sea).

## REINFORCEMENTS

British Reinforcements arrive in the following order, after game start on 4 Aug 14:

1. HMS Chatham (enters from Red Sea)
2. HMS Dartmouth (enters from India)
3. HMS Weymouth (enters from Red Sea)
4. HMS Goliath (enters from Red Sea)
5. HMS Fox (enters from India)
6. HMS Pyramus (enters from South Africa)
7. No reinforcement - Goliath departs for Dardanelles
8. HMS Severn (enters from Red Sea) (only if KGB is holed up in the river Delta)
9. HMS Mersey (enters from Red Sea) (only if KGB is holed up in the river Delta)

Reinforcements arrive, if asked for, every 2 months that the Koenigsberg remains afloat. Extra reinforcements arrive after 2 merchant ships are sunk, or a British warship is sunk.

## COMBAT RULES

### NAVAL BATTLES

When two player ships spot each other, resolve the engagement by a dice roll (1D10) as follows:

Ship Name	Speed	Sunk	Sunk but KGB damaged	Both Damaged	KGB sunk
Pegasus	4	9	10	11	-
Pyramus	4	9	10	11	-
Hyacinth	3	6	9	10	11
Astraea	4	8	9	10	11
Fox	3	8	9	10	11
Chatham	5	3	4	5	6
Dartmouth	5	3	4	5	6
Weymouth	5	3	4	5	6
Goliath	3	1	2	3	4
Dwarf	2	9	10	-	-
Alert	2	9	10	-	-
Espiegle	2	9	10	-	-
Odin	2	9	10	-	-
Mersey	1	9	10	11	-
Severn	1	9	10	11	-
Armd Merchant	1	10	11	-	-

Modifiers:

For each extra British Ship +2

If the Koenigsberg is damaged +2

If the British ship damaged -2

If the KGB is damaged its max speed is reduced by 1. If a British ship is damaged its maximum speed is reduced by 2 (or to 1 whichever is the greater).

## HISTORICAL TIMELINE

### British Forces: August 1914

Astraea (Cruiser)  
Hyacinth (Cruiser)  
Pegasus (Lt Cruiser)

### September 1914

Pegasus sunk  
Helmut (Picquet ship) sunk

### German Forces:

Konigsberg  
Somalia (2550 t)  
Adjutant (Tug)

Konigsberg hides in Rufiji

City of Winchester (Merchant) sunk

## **October 1914**

Chatham (Cruiser)  
H Dennis Cutler's seaplane  
Preparation for Tanga landings  
Peter J Pretorius (Elephant hunter)

Priesident (Liner) Captured

Konigsberg found

## **November 1914**

Disaster at Tanga  
Dartmouth (Cruiser)  
Weymouth (Cruiser)  
Newbridge (Collier)  
Goliath (Battleship)

## **December 1914**

Fox (Lt Cruiser)

Adjutant sunk

## **January 1915**

Pyramus (Lt Cruiser)  
4 x Whalers (1 x 2ndary)(1 x Hull)  
Goliath departs for Dardanelles

Adjutant re-floated

Malaria & Typhoid

## **February 1915**

2 x Sopwith seaplanes

## **March 1915**

## **April 1915**

4 x Short seaplanes  
Lt Comd Spicer-Simpson expedition  
approved by First Sea Lord

Rubens (supply)

## **May 1915**

\* Zeppelin L-59 \*

## **June 1915**

Severn (Monitor)  
Mersey (Monitor)  
Capture of Mafia Island

12 x Europeans and 40 x Askaris

## **July 1915**

Konigsberg sunk

## **Zeppelin L-59 “The Africa Ship”**

L59 was not meant to join the shorter- range fleet of German bomber blimps in the north; she was meant as a long-range ship to resupply troops in what was then the German East Africa colony (present-day Tanzania).

Construction began on L59 in Friedrichshafen, Germany, in August, 1917. This behemoth of the air (225 meters long!) would have to fly from the airfield in Yambol (in Bulgaria, a German ally in WW1)--the southernmost European airfield under German control--all the way to the Makonde plateau in east Africa. After a shakedown cruise from Friedrichshafen to Yambol in early November, L59 set out from Bulgaria on November 21 with a crew of 22 under the command of Kapitänleutnant Ludwig Bockholt. Over Khartoum (in the Sudan), the flight was aborted, apparently due to a message to the ship to turn back because, said the message, the German forces in Africa had just surrendered. (The message was false and may have even been a fake sent by British intelligence. Thus, what would have provided a strategic and psychological boost for Germany's war effort turned into simply the first intercontinental airship flight, for after returning to Yambol, L59 had covered almost seven thousand kilometers non-stop in 95 hours--an incredible, unique feat at the time, and one that paved the way for the global airship flights of the 1920s and 30s.

L59 was then converted into a bomber Zeppelin to be used in the Mediterranean against British targets, for example, in Malta and Port Said, and against targets in Italy. The airship went into battle service in February, 1918 and was used against the city of Naples, which was totally unprepared for an attack. The city was not even blacked out, for no one had seriously considered the possibility of aerial bombardment. Zeppelin raids such as those in northern Europe were already less effective than they had been in 1915, when the first Zeppelins had bombed London. By 1918, airships had become increasingly vulnerable to improved anti- aircraft artillery and to being shot-down by fighter planes. Also, there were, by that time, very functional bomber airplanes. These planes, however, couldn't reach Naples from Germany. And it was implausible that a German blimp could fly 1,000 kilometers over enemy territory, Italy, to attack Naples.

Yet, L59, indeed, came in- but from the airfield in Bulgaria (about 1,000 km away)- and on the night of March 11/12 bombed Naples. According to a German source, the airship successfully bombed the naval port and the gas works in Naples, as well as the steel mill and port in Bagnoli. It was a high-altitude attack, with L59 staying well above 10,000 feet.

The Naples daily paper, *il Mattino*, devoted more than half the front page the next morning to the raid. The paper said that the raid had started at one o' clock in the morning and lasted for about 40 minutes. In all, about 20 bombs had fallen. None, according to the paper, had hit a military target; all had fallen to the north of the port in the center of town, killing 16 civilians and injuring more than 40. The paper made no mention of a raid on the steel mill in Bagnoli. In the days following the attack, the paper reported that the officer in charge of anti-aircraft defence in Naples had been relieved of his command.

The raid on Naples was a one-time affair. Less than a month later, on April 7, 1918, L59 exploded mysteriously in mid-air over the straits of Otranto in the Adriatic. There was speculation that it had been hit by "friendly fire" from a German U-boat that had mistaken L59 for a British airship. Some German reports of the day said that the airship had been shot down by enemy fire. Neither scenario seems to have been the case. The exact cause- maybe a technical mishap that ignited the highly flammable hydrogen in the gas bags- remains unknown.

## BACKGROUND FOR ALL PLAYERS

In the scramble for African territories, which culminated in the Anglo-German agreement of 1885, Germany acquired an area of some 384,000 square miles, on the East coast of Africa. This colony had, to the North, the British colony of British East Africa; to the South, Northern Rhodesia and the colony of Portuguese East Africa; and to the West, the Belgian Congo.

The German colonies were anxious to avoid the troubles in Europe and generally wished to preserve their neutral status, as laid out in the 1885 agreement. This agreement, however, was not in the best interests of the Allied Powers, so they informed the German Government that they did not consider themselves bound by the agreement.

On the eve of war, the German colonies in Africa found themselves surrounded by enemies with vastly superior manpower and resources. One point in their favour was the arrival of the SMS *Konigsberg* in June 1914 in German East Africa. This ship was faster than any of the 3 ships in the Cape Squadron, and was well armed with 10 x 4.1 inch modern Quick-Firing (QF) guns.

On 31 Jul 1914, the *Konigsberg* set sail from Dar es Salaam, shadowed by the British cruisers, waiting for the declaration of war. During the night it easily gave the 3 British ships the slip and was free to raid the vital shipping lanes of the Indian Ocean.



You are Rear Admiral King-Hall, in charge of the Cape Squadron of the South Africa Station. Your mission, communicated to you from your superior, Rear Admiral Sir George E Patey KCVO, in command of the Australian Fleet, is simple: Protect the vital shipping lanes to India, by sinking the Koenigsberg!

On paper your ships appear almost as good as the German Commerce Raider. You, however, know the true picture. Your ships have never made their design speed, and never will on the dreadful quality coal they are forced to burn. Their guns are of the same calibre, but are inferior in range, accuracy and rate of fire. Despite these difficulties, they are crewed by British sailors and will give a good account of themselves whatever the odds, and if you should catch the Koenigsberg between two or more of your ships, it will certainly be destroyed.

Your squadron consists of:

**HMS Pegasus (2170 tons)**

**Size:** Length 300 feet pp 313 feet 6 inches overall, beam 36 feet 6 inches, draught 16 feet, displacement 2,135 tons load.

**Propulsion:** 2 shaft TE engines, 5,000 ihp, 18.5 knots.

**Armour:** 0.25in gun shields, 2-1.5in decks.

**Armament:** 8 x 4in QF (8 x 1), 8 x 3 pounder QF (8 x 1), 2 x 18in TT.

**HMS Astraea (4400 tons)**

**Size:** Length 320 feet pp 339 feet 6 inches overall, beam 49 feet 6 inches, draught 19 feet, displacement 4,360 tons load.

**Propulsion:** 2 shaft TE engines, 7,500 ihp, 18kts.

**Armour:** 6in gun shields, 2in decks.

**Armament:** 2 x 6in QF (2 x 1), 8 x 4.7in (8 x 1), 10 x 6 pounder QF (10 x 1), 1 x 3 pounder, 4 x 18in TT.

**HMS Hyacinth (5700 tons)**

**Size:** Length 350 feet pp 372 feet overall, beam 54 feet, draught 22 feet, displacement 5,600 tons load.

**Propulsion:** 2 shaft TE engines, 10,000 ihp, 20 knots.

**Armour:** 3in gun shields, 3-1.5in decks.

**Armament:** 11 x 6in QF (11 x 1), 9 x 12 pounder QF (9 x 1), 6 x 3 pounder QF (6 x 1), 2 x 18in TT.

QF = Quick-Firing TT = Torpedo Tubes

In your communications with Admiral Patey you have also been told you should try to help out the land forces in British East Africa if you can, but you must avoid getting tied down to the coast when there are greater worries further afield. The Admiral is most concerned about Vice-Admiral Von Spee in Tsingiau, and has directed that the East India squadron turns its attentions further East, so you won't get any help from them.

There is another area of worry; that of mines. The Germans have developed a new and more effective form of mine and have made arrangements to be able to lay these from all sorts of vessels (even submarines). There are a number of dangerous choke points in your area of operations, where even a few mines would cause havoc.

You are Commander (Fregattenkapitain) Max Loeff of the SMS Konigsberg, a light cruiser. Your mission is to interrupt vital supplies reaching the Europe from India, and tie up as much of the enemy resources as you can in the Indian Ocean.

**SMS Koenigsberg**

**Size:** Length 114.8 m waterline 115.3 overall, beam 13.2 m, draught 5.24 m, displacement 3,390 tonnes load 3,390 tonnes full load.

**Propulsion:** 2 shaft triple expansion engines, 13,200 ihp, 23 knots

**Armour:** 1.5-0.5in decks, 2in gun shields

**Armament:** 10 x 105mm (4.1in) SKL/ 40cal (10 x 1), 8 x 52mm (2in) (8 x 1), 2 x 450mm (17.7in) TT

Your resources consist of the merchant collier Somalia, as your main supply ship, and the hardy little tug, Adjutant. You should take care when communicating by radio, however, as there is some concern about the Naval Codes.

You are well aware that your ship is the envy of the British commander, as his ships are slow and their guns out-dated; however, if two of them should catch you at once you have no chance. Your ship, at full speed, gets through a lot of the excellent quality German coal it burns, and resupply can be a problem.

Furthermore, the British have a modern cruiser with the East Africa squadron, and others of its class further afield, capable of being detached to your area if they think the situation warrants it. Your job is to see that it does.

You also have a problem with a safe base for your operations. You dare not use Dar es Salaam, as it is the first place the British will look. Worse - the Governor, Dr Henrich Schee, is a limp-wristed liberal; still trying to negotiate with the British to get the colony declared neutral. He was talking of scuttling the merchant ship Mowe across the harbour to make it unusable, so don't plan on returning there. It is lucky for Germany that the military Commander in East Africa, Paul Von Lettow-Vorbeck, is made of sterner stuff!

You have an ace up your sleeve, however. Further south from Dar, opposite Mafia Island, is the Delta of the Rufiji river. This maze of inlets and islands has recently been properly surveyed by the German Authorities, and you have discovered the channels are not as shallow as was generally supposed. You have already carried out successful refuelling and repair trials in the delta, and it makes an ideal hiding place.

The Delta is 10 days march overland from Dar (about 100 miles), so despite the Governor, moving supplies should not be a problem.

The enemy have, at present, 3 ships, the Astraea (4400 tons), the Hyacinth (5600 tons), and the Pegasus (2200 tons).

## UMPIRE'S HISTORICAL SUMMARY

The Konigsberg avoided the British ships off Dar es Salaam on the eve of war, and was able to sink the SS City of Winchester (6600 tons), causing a panic among the merchant fleet in the Indian Ocean. Unfortunately the Konigsberg had some boiler difficulties, so she hid in the Rufiji River Delta to effect repairs.

When the repairs were finished, she learned that the British ship HMS Pegasus was in Zanzibar harbour having her boilers cleaned. The Konigsberg sailed into the harbour, and promptly sunk the Pegasus without being damaged at all.

Subsequently, however, the Konigsberg's boilers gave up again, and she fled back to the Rufiji for more repairs. These necessitated taking the boilers out of the ship and moving them overland to Dar es Salaam, a fantastic undertaking that would take a month to complete.

Before the month was up, the British discovered the Konigsberg's hiding place with the help of an airplane (flown by H Dennis Cutler, drafted into service with the rank of Lt) and a rakish elephant hunter named Peter J Pretorius. There she was bottled up.

After one of the worst military defeats of a British force, ever; (at Tanga, at the hands of General Von Lettow-Vorbeck) all thoughts of a land attack were abandoned, and the British cruisers settled down for a siege. A number of different attempts were made to attack the Konigsberg, using more airplanes, long range bombardment, and even armed whaling ships; but with no success.

The Germans sent supplies to the Konigsberg, in the disguised merchant ship Rubens. Unfortunately the British had cracked the German code and sank the ship in a sheltered bay. The supplies, however, were carried off by the Germans as the ship's master had ran her aground near the shore and German morale received a much-needed boost.

Eventually, Admiral King-Hall was given two monitors that were to have been used against the Dardanelles positions. These managed to sail up the Delta and, after a false start, were able to sink the Konigsberg with the aid of aircraft spotting their fall of shot.

The Germans then recovered all the armament from the Konigsberg and these were transferred to the command of Von Lettow-Vorbeck, where they were used with tremendous effect against the British until the end of the war.

The entire operation tied down 8 British Cruisers, a Battleship, 2 Monitors, 4 converted Whaling ships, 2 Colliers, 10 airplanes and sundry other vessels and equipments, over a period of 11 months.

## DETAILS OF SHIPPING IN THE INDIAN OCEAN

"Markomannia"

German Collier

6000t of German coal

"Pontoporus"

Greek Steamer

6500t of British (Indian) Coal (rated at only 50% effective)

From Bombay to Calcutta

"Indus"

British Freighter

Chartered by India for use as Troopship

3413t of manufactured and trade goods - Silk, soap, food, clothes, pots and pans, tyres, mattresses, etc.

"Lovat"

British Freighter

Chartered by India for use as Troopship, with stables constructed on deck.

6012t of manufactured and trade goods - Silk, soap, chocolate, food, clothes, etc.

"Kabinga"

British Freighter

4657t of yard goods (Timber, chains, steel, iron, hemp, etc) bound for America

Captain travelling with his wife and children on board

"Killin"

British Collier (very slow)

6000t of British coal

From Calcutta to Bombay

"Diplomat"

British Freighter

7615t owned by Charente SS

10000t of Tea (a very valuable cargo)

"Loredano"

Italian Steamer (Neutral)

Very dilapidated with an unhelpful Captain (will radio full details of encounter after 12hrs)

"Dandolo"

Italian Steamer (Neutral)

"Traboch"

British Collier

4028t (Empty)

From Negabatan to Calcutta

"Clan Matheson"

British Freighter (Scottish)

4775t of the Clan Lines

Motor cars, locomotives, steam engines, bicycles, typewriters, and a racehorse.

"Dovre"

Norwegian Freighter (Neutral)

A valuable intelligence source

"King Lud"

British Freighter

3640t Empty (apart from provisions).

"Tymeric"

British Freighter

4000t of Sugar

From Colombo to England

"Queen Emma"

Dutch Postal Steamer (very small)

Neutral

"Gryfevale"

British Freighter

4437t Empty (Rag collector)

To Colombo

"Fionia"

Danish Motor Launch (Neutral)

"Buresk"

British Collier

4350t with 6600t of Cardiff coal (as good as German coal).

"Ribera"

British Freighter

3500t Empty (apart from provisions).

"Foyle"

British Freighter

4147t Empty

From Aden to Colombo

"Djocja"

Dutch Mail Freighter (Neutral)

Beautiful looking ship (Empty)

"Clan Grant"

British Freighter (Scottish)

3948t of the Clan Lines

Typewriters, porcelain, livestock (inc. a miniature antelope), flour, canned goods, beer and cigarettes.

"Ponrabbell"

British Coastal Dredger (totally unsuited to the ocean and wallowing along at 4kts)

It was a replacement for the previous dredger in Tasmania (which failed to survive the voyage). Crew were overjoyed to be sunk as they had been paid in advance and hated the job anyway.

"Benmohr"

British Freighter

4806t of W.Thompson, Leith.

Machine parts, a motor launch, bicycles, motor cars, lorries, etc.

"Troilus"

British Freighter

7562t of the Blue Funnel Line

Copper, rubber and zinc (25MDm)

Several passengers including a Lady.

"St Egbert"

British Freighter

5596t (Cargo American)

"Exford"

British Freighter

4542t of W.T.Tateen, Cardiff

5500t of Cardiff Coal (as good as German Coal)

"Chilkana"

British Freighter

5220t of British India Steam Navigation

Empty (apart from provisions, medicine and some navigational equipment).

# Ship Record Cards

<b>Ships Name:</b>										
<b>Maximum Speed:</b>					5	4	3	2	1	0
<b>Fuel Remaining:</b>	01	02	03	04	05	06	07	08	09	10
	11	12	13	14	15	16	17	18	19	20
	21	22	23	24	25	26	27	28	29	30
<b>Days at Sea:</b>	02	04	06	08	10	12	14	16	18	20
	22	24	26	28	30	32	34	36	38	40
	42	44	46	48	50	52	54	56	58	60
	62	64	66	68	70	72	74	76	78	80
	82	84	86	88	90	92	94	96	98	00

<b>Ships Name:</b>										
<b>Maximum Speed:</b>					5	4	3	2	1	0
<b>Fuel Remaining:</b>	01	02	03	04	05	06	07	08	09	10
	11	12	13	14	15	16	17	18	19	20
	21	22	23	24	25	26	27	28	29	30
<b>Days at Sea:</b>	02	04	06	08	10	12	14	16	18	20
	22	24	26	28	30	32	34	36	38	40
	42	44	46	48	50	52	54	56	58	60
	62	64	66	68	70	72	74	76	78	80
	82	84	86	88	90	92	94	96	98	00

<b>Ships Name:</b>										
<b>Maximum Speed:</b>					5	4	3	2	1	0
<b>Fuel Remaining:</b>	01	02	03	04	05	06	07	08	09	10
	11	12	13	14	15	16	17	18	19	20
	21	22	23	24	25	26	27	28	29	30
<b>Days at Sea:</b>	02	04	06	08	10	12	14	16	18	20
	22	24	26	28	30	32	34	36	38	40
	42	44	46	48	50	52	54	56	58	60
	62	64	66	68	70	72	74	76	78	80
	82	84	86	88	90	92	94	96	98	00

<b>Ships Name:</b>										
<b>Maximum Speed:</b>					5	4	3	2	1	0
<b>Fuel Remaining:</b>	01	02	03	04	05	06	07	08	09	10
	11	12	13	14	15	16	17	18	19	20
	21	22	23	24	25	26	27	28	29	30
<b>Days at Sea:</b>	02	04	06	08	10	12	14	16	18	20
	22	24	26	28	30	32	34	36	38	40
	42	44	46	48	50	52	54	56	58	60
	62	64	66	68	70	72	74	76	78	80
	82	84	86	88	90	92	94	96	98	00

## DETAILED MAP OF THE RUFIJI RIVER DELTA





