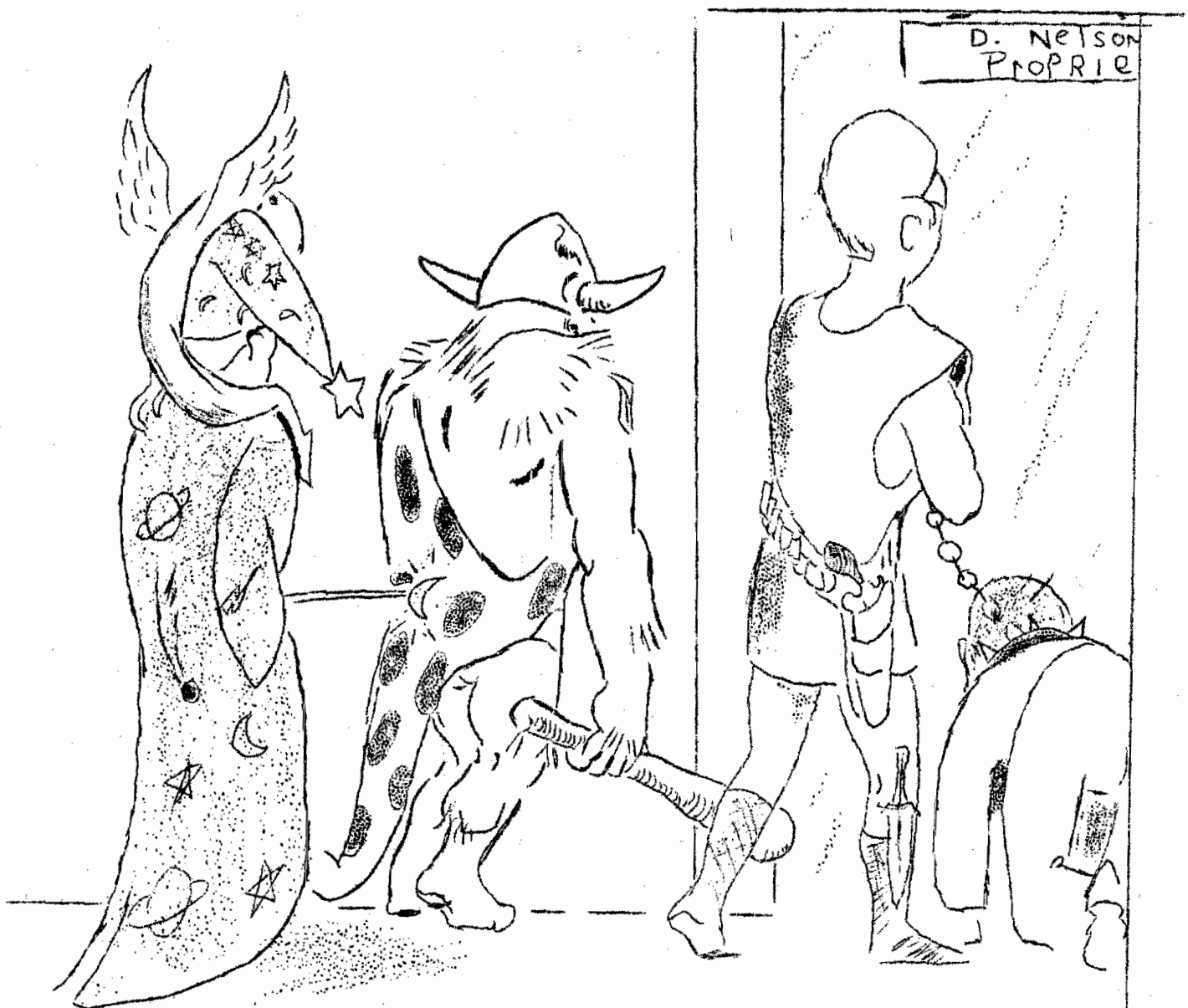


S I A B # 3

SCARBORO TORIES



"Gee, Smythe, perhaps we shouldn't have brought Kim and Ovilla... they are rather eccentric, you know..."

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sTab is a bi-weekly mail Diplomacy journal, currently chronicling Games 1964D (Trantor I -- Fall 1909), 1965E (Massif -- Winter 1904, and 1965R (Trantor II -- Winter 1900). Subscriptions to sTab are the usual 10/\$1 from John Koning. Exchanges please send copies to both editors, or contact us for other arrangements. Cover this issue is once more by John Smythe, who also appears thereon, along with Kim Pattee, Ovilla Davies, and John Koning. Guesses, anyone?

TRANTOR

#26/SVG #26

"Fall 1909, Game I"

6 November 1965

ENGLISH SWEEP INTO FRANCE

TURKS HOLD ST. PETERSBURG

ENGLAND: A Pic-Par; A Bel-Bur; A Ruhr (S) A Bel-Bur; A Edi-Nor;
A Fin (S) A Edi-Nor; A Kiel-hold; F Eng-Mid; F Bre-hold;
F Bal (S) A Kiel; F Swe-Both; F Mid-Spa (SC); F Por (S)
F Mid-Spa; F N.S. (C) A Edi-Nor

FRANCE: A Par-hold; A Bur-hold; F WMed-hold

ITALY: A Mun-Kiel; F Tyrr-Tun; F EMed-Smy; F Con (S) F EMed-Smy

AUSTRIA: F Ahr-Ion; F Bul-Gre; A Mos-War; A Pru-Liv; A Ukr (S)
A Mos-War; A Gal (S) A Mos-War; A Bud-Vie; A Tyr-hold

TURKEY: A Ber-hold; A Sil (S) A Ber; A StP-hold; A Liv-Mos;
A Smy-hold; A Ank (S) A Smy

Underlined moves do not succeed. Following the "Spring 1909" maneuvers, the English army routed in St. Petersburg retreated to Finland. The French army in Burgundy is defeated, and may retreat to either Gascony or Marseilles. If no retreat is received by next deadline, the army will be removed by the Gamesmaster as France's contraction. Players who wish to may submit two sets of Winter 1909 moves, each based on one of the possible French retreats.

DEADLINE FOR "WINTER 1909" MOVES IS SATURDAY, 20 NOVEMBER 1965

The High Combatent Powers now control the following centers, and will adjust their forces as indicated:

AUSTRIA: Vie, Tri, Bud, Ser, Gre, Bul, Rum, Sev, War ((9)) build 1
 ENGLAND: Lon, Liv, Edi, Nor, Swe, Den, Kiel, Hol, Bel, Por, Spa, Bre ((12)) remove 1
 FRANCE: Par, Mar ((2)) remove 1
 ITALY: Rom, Nap, Ven, Mun, Con, Tun ((6)) build 2
 TURKEY: Smy, Ank, Mos, Ber, StP ((5)) remove 1

"Winter 1900, Game II"

CHANGE OF PLAYER: Phil Castora has been replaced as Germany in Game II. The new German player is:

GERMANY: Frank Clark, 5506 Fiske Place, Alexandria, Vir. 22312

 DEADLINE FOR "SPRING 1901" MOVES IS SATURDAY, 20 NOVEMBER 1965

Game 1965E

"Winter 1904"

6 November 1965

○ MASSIF^{no} 13 ○

SHAFTSBURY, DORSET (December 15) For the last few days I've enjoyed touring the Royal Army's immense military establishments in the south of England. I am very impressed by the number of young men the Empire collected at its training centres. From the colonies came Africans, Canadians, Anzacs, Indians, and even Americans. And thanks to the excellent training and equipment the men have received, they have been transformed from raw recruits to professional soldiers.

I had the pleasure of talking to a number of enlisted men. One sergeant, in particular, I remember. Sergeant-Major Shako Nkrono, 3rd Infantry Battalion, 217th Brigade (unattached), an East African unit, impressed me with his positive opinion as to where his unit was to be sent. "We are to go to the meat grinder. The ** Habsies have been given ** to them Germans. So we got to go to set things straight..." I wouldn't be doing justice to the sergeant if I failed to mention that he thought that, "...them German Generals have been doin a ** fine job... But they been outnumbered by the ** Habsies."

-- H. Alfass

Fountain Post-Time-Gazette

PORTSMOUTH, ENGLAND (December 21) The Admiralty just announced that the Imperial Russian Baltic Squadron has been defeated by the combined naval forces of His Royal Majesty and Germany. Further information will be released as soon as the men and officers who participated in the fleet engagement have been debriefed.

ENGLAND: Builds Army London
FRANCE: Builds Army Marseilles
GERMANY: No change possible
ITALY: No moves received
AUSTRIA: No change
RUSSIA: No change possible
TURKEY: Builds Army Constantinople

Italy's failure to build this Winter leaves her with one supply center (Naples) but no pieces. It is therefore unlikely that Italy will move again in this game. It was almost as unlikely that, had she built, her single piece would have remained by Winter 1905 anyway. C'est la vie.

DEADLINE FOR "SPRING 1905" MOVES IS SATURDAY, 20 NOVEMBER 1965

BERLIN (AP) There is little joy in Berlin these days. With the fall of Dresden and Breslau, the Empire of all the Germans is crumbling daily. The capture of Tallin in Estonia by mixed German-Estonian troops brightened up few faces here. But for the first time since the Bavarian Declaration, since the Abdjuration Decree of Stuttgart, hope has brightened a few faces.

Today in the Spandauer Bildbuche the details of that vague encounter in the Baltic has come forth. Though declared a Great Victory, the battle of Stolp Banks has been shrouded in censorship.

But this journal was directed to publish a special release by the Government, disclosing the details of this great sea battle.

The Stolp Banks as you all now know lie due north of the Pomeranian coast of Germany, about 24 miles. They are not considered a menace to navigation to even the deepest draft ship, but are a plateau under the Baltic, which is very favourable to trawler fishing.

The Stolp Banks now are littered with iron and bones, but here is the essence of the action as revealed by the Government through the pages of the Spandauer Bildbuche.

It seems that Admiral Rojhavansky of the Baltic Fleet took an idea to his superior, Admiral Fuchs approximately a month ago that concerned a method of lessening the building odds against the hard-pressed Russian Fleet.

He simply asked that certain information be placed in the hands of at least two German agents, stating that the Baltic Fleet would send forth Rojhavansky's squadron from Visby to perform a mine-sweeping mission, sink any of the German mine-layers they can, and bombard the unfinished Stubbenkammer Batteries on the island of Rugen, as well as Sassnitz port, also on the island.

The squadron would be surreptitiously loaded with coal for the mission, also in such a way that the German agents could spot the maneuvers, though nothing crude must be done.

Finally, the squadron would sally forth and head for the narrows between Sweden and the island of Rugen. A few fast merchant ships would go along, ostensibly to supply the Russian fortress garrisons at Falsterbo and Tralleborg on the southwestern tip of Sweden.

But... this would be a weak squadron. Mostly fast ships, destroyers, a pair of frigates, two or three cruisers. The Germans would probably rise to the bait and send at least two groups of ships, heavy cruisers, maybe even an L-class Battleship or two. They would run not into a few Russian cruisers but the entire Baltic Fleet. This was the crux of the entire matter.

The plan was thus to entice part of the Fleet out of Kiel and Lubeck and smash it, by sheer overwhelming weight, and then retire back to Visby and Oland island.

The idea intrigued the Russian High Command, sore beset by the wasting war in Scandinavia and the loss of the last Russian vessel in the northern seas by the raid on the "Disna" by the Nottingham and Pixey as it lay in Osnel bay.

Accordingly the known German agents were fed the information cleverly; another one saw the coal going on the ships and the squadron leaving Visby harbour. Then silence, until...

Tuesday, October 22nd, 0702 Hours.

A German agent on Ottenby Point, on Oland Island, radioed the presence of Russian vessels and two merchant vessels. One hour later he reported that they were leaving on an easterly course which soon turned south according to their smoke smudges. No word came from him after that.

Tuesday, October 22nd, 0910 Hours.

Admiral Scheer directed his flagship, the Kleves, out of Travemunde Bucht into the Lubecker Bucht. Behind him came Squadron D and Squadron E, containing the Leuthen and the heavy cruiser Gustrow. It seemed that the bait had been swallowed.

Tuesday, October 22nd, 0920 Hours.

At this time the first British battleship, the Empress of India, was passing through the empty harbour of Kiel, after traversing the Kiel Kanal. Behind it was most of the first line battleships of the British High Seas Fleet.

With their network silenced by frantic efforts by the civilian and Polozei Reichswehr Abwehr Gruppe, the Russians were unaware that the British had arrived on the scene, and that the entire German fleet was at sea. At that very moment it was lolling in the Fehmarn Belt, between Fehmarn island and Lolland island in Denmark, the opening from the Kieler Bucht into the Baltic.

The Russians duly heard about the departure of Scheer's squadrons from Lubeck. But they heard nought of this.

Similarly, at this moment the Russians were seizing every possible agent on Visby and Oland islands and the Baltic Fleet steamed out of the harbour to meet fate.

Tuesday, October 22nd, 1155 Hours.

Russians agents in the Kattegat area reported the presence and passage of six British vessels down the Oresund towards Copenhagen. Two were mine-layers and one was noted to be a heavy cruiser. Un-

known to the Russians it was the Diana, of which more later.

Admiral Fuchs on board the Marie Clémenti heard of this and decided that the British were going to get in on the "kill" of Rojhavansky's squadron. For he ordered the operation to continue and headed out of Visby towards the rendezvous point at 17 o 20 seconds, 55 o 50 seconds in the midst of the Baltic.

Tuesday, October 22nd, 1430 Hours.

As the British Fleet formed in Kiel harbour, frantic house-to-house searches went on, ferreting out every possible Russian agent. For unknown to the Russians, the Germans and British had determined to take the opportunity offered by the succulent bait of Admiral Rojhavansky's squadron to seize control of the lower Baltic and seek and destroy the Baltic Fleet if at all possible.

Each opponent thus hoped to trap a small prey, and unknowingly each sent their main effort towards a meeting in the Baltic.

Tuesday, October 22nd, 2100 Hours.

Admiral Fuchs heard a report of the arrival of Scheer's squadrons at Straslund. The ships were traversing the shallow narrow channel between Rugen Island and the continent and were evidently planning to reform in the Griefswalder Bodden. There they would be in a perfect position to foray into Rojhavansky's ships, when they hit the narrows between Sweden and Rugen.

Admiral Fuchs ordered the operation continued, with the revision that the main fleet would seek action on the line Renne (island of Bornholm)-Rugen Island instead of Rugen-Tralleborg (in Sweden).

Tuesday, October 22nd, 2200 Hours.

Admiral Beddlee ordered the British Fleet to proceed to move out of Kiel Harbour into Fehmarn Belt and to form two lines of battle.

At the same time, Admiral Hipper and Admiral Gniesnau conferred on the Ludwigshafen and decided to form two battle groups, one around the von Tirpitz, and the other around the Deutschland. All this in accordance with plans already made with the British Scapa Flow command.

Wednesday, October 23rd, 0430 Hours.

Admiral Fuchs ordered the Russian Fleet to proceed due west from its rendezvous point and veer towards the Hamarne channel between Sweden and Bornholm Island in an hour's time. Rojhavansky would go well ahead and act as decoy.

By this time Scheer was forming about Ruden Island in the Griefswalder Bodden. His night maneuvers had gone off like clockwork, military intelligence making sure that the Russian agents were unmo-
lested so that they could report the presence of Scheer.

The von Tirpitz and Deutschland arrived south of Mons Klint and Hipper and Gniesnau exchanged wishes of good luck in the coming engagement. Behind them the unwieldy large British battle fleet slowly made headway through the calm morning towards the Baltic and destiny.

The Danish frigate "Vaerslev" collided with the British destroyer Perwent, off of Radby Havn, but both ships were able to break away and proceed back to Kiel. Beddlee attributed the collision to the

sailing conditions in effect, no lights except signals, etc. The British Fleet now comprised of over 40 various vessels including two Danish and two Norwegian escort vessels, slowly moved through the Fehmarn Belt without further incident.

Wednesday, October 23rd, 0715 Hours.

Light had already been up for some hours now as a trio of Russian destroyers spotted smoke trails to the southwest. They were unsure as to what these comprised at the time. For Rojhavansky now knew that not only was there a small British squadron somewhere in the area, possibly somewhere about Tralleborg, but also the two Scheer squadrons which were the main prey. They closed towards the smoke but were unable to immediately sight the ships as they continued their southerly course. At this time they passed west of Renne, on the isle of Bornholm. The most easterly destroyer received semaphore messages from Bornholm's Russian garrison stating that they had seen a pair of mine-layers with three to four destroyer escorts laying mines in the Hamrarne strait all morning.

Two of the destroyers continued to shadow the smoke trails towards the south, keeping their own smoke at a minimum at the same time.

Wednesday, October 23rd, 0845 Hours.

Admiral Scheer was slowly moving due north from the Griefswalder Bodden and passing due east of Sassnitz when the mine-laying squadron arrived on the horizon and soon passed the news that they were being shadowed by two or three ships. Scheer immediately sent out the Gustrow with four covering destroyers to the east flank and four destroyers of Squadron E to the west. He prepared a line headed north and in the middle of a diamond formation lay the Leuthen and his two light cruisers, the Kleves and the Quedlinburg.

Wednesday, October 23, 0945 Hours.

Admiral Fuchs started to form his battle line in a great sickle to catch the Scheer squadrons. At the same time, he dispatched the two fast freighters to the beleaguered fortresses of Tralleborg and Falsterbo. His capital ships became practically stationary in a successful attempt to cut off all discernible smoke.

Unknown to him, the German High Fleet was slowly moving eastward, pickets well out, looking for the Russian Baltic Fleet. The British High Seas Fleet was beginning to pass around Mons Klint. They were making top speed, the monitors and older battleships like the Graceley becoming a rearward squadron.

Beddlee had entrusted this squadron to Jellicoe on the battleship Mowbray. He himself intended to pass the Hamrarne between Sweden and Bornholm and spread out in a circle east of Bornholm. Jellicoe drew the unenviable job of becoming flank guard to the German Fleet and trading shells with the Renne and Dueodde batteries on Bornholm.

Wednesday, October 23rd, 1120 Hours.

Admiral Scheer closed with Rojhavansky's squadron and quickly sank the older cruiser Marny with a fast-paced destroyer torpedo action, the two destroyers (Duessler and Keyser) being badly mauled in the maneuver. Then Fuch's main fleet, all in splendid fleet line

as in a textbook exercise closed with Scheer's two squadrons and opened fire at 1130 Hours.

The Leuthen was swept almost clear of its topworks, the battleship losing every one of its turrets in the first ten minutes of fire. The light cruiser Teltrow, mistaken for the Gustrow, received a similar devastating fire, flames sweeping belowdecks and the entire ship going off like a bomb only minutes after the masked Russian Baltic Fleet opened fire.

The Queclinburg was sunk by a torpedo action similar to that which had just sunk the Marny, though the Kleves and Gustrow were able to wreak havoc amongst the destroyer picket line when the torpedo attack took place.

Scheer quickly ordered a withdrawal, though the Duessler and Keyser were unable to follow. The Duessler rammed the light destroyer Mielowka Gorey, and then received the concentrated fire of the Russian line as it moved forward in swift pursuit of Scheer's squadron.

Fuchs quickly realized that Scheer was making for Swinemunde and strove to destroy Kleves and Gustrow before they could seek protection underneath the Ahlbeck batteries.

Wednesday, October 23rd, 1250 Hours.

Hit twice by shells from the Marie Clementi, the Gustrow slowed and began to steer erratically. The destroyers of the "Pomeranian Fleet", all named after Pomeranian towns, slowed the attack by reversing order and attacking the right wing of the Russian Fleet, inflicting torpedo damage on the heavy cruiser Volkshevrenzie and the cruiser Droprienst at the loss of five of the seven Pomeranian destroyers.

Fuchs determined to follow at all costs and pressed forward the attack, the Kurhelborze taking the Gustrow's bridge with one well-aimed salvo. The Gustrow soon lay dead in the water, turned over and sank after a salvo of water-line shots from the "Romanoff" class battleships struck her.

The Kleves stayed within extreme range and exchanged shots with the Marie Clementi, much to her disadvantage. Soon fire control became erratic after repeated hits amidships and the Kleves broke off action, Admiral Scheer lying in the wardroom below having his legs amputated.

Then the Georgi Wuhlierns reported smoke to the west.

Wednesday, October 23, 1450 Hours.

At this time Admiral Fuch's Marie Clementi was in the middle of the circle of Russian line ships, approximately due east of Gohren Kap on Rugen Island, passing over the Stettin Banks, north of Swinemunde.

Coming forward in two lines, Admiral Hipper was rounding Stubbenkammer Kap, in perfect textbook line, lying in four diamond formations with the von Tirpitz leading the parade of diamonds.

Fuchs immediately realized that rather than being the British Squadron reported having come through the Kattegat, this might rather be the entire German High Seas Fleet. He immediately ordered the fleet to break off action with Scheer's horribly mauled squadrons, and proceeded to move in a northeasterly direction to gain some sea room in the narrow Baltic.

Almost at once reports of smoke increased from the entire northwestern horizon and it became evident that he was now going to have a close thing racing the German High Seas Fleet. Having caused extensive damage to the German Fleet, he was in no mood to face Hipper when he himself could only retreat into the Pomeranian beaches.

Wednesday, October 23rd, 1605 Hours.

Firing at extreme range, the von Tirpitz fired its first shots in anger, straddling the ill-fated Georgi Wuhlierns within seconds and battering the destroyer into a hulk before the picket squadron knew what had happened. Capable of great speeds, the von Tirpitz broke away from the German line and continued to pick off the Russian picket line, one ship at a time, with its twelve 16-inch guns. Three of the Russian destroyers attempted to attack the von Tirpitz but were blasted out of the water by the concentrated fire of the three L-class battleships, the Ludwigshafen, the Limburg, and the Landshut, backed up by the heavy cruiser Eisenach.

Fuchs was aware of the exposed position of the von Tirpitz, but was unwilling to rise to the bait, still being afraid of being caught without searoom behind him. What is more, the German coastal batteries severely restricted the path he could follow in his flight.

Behind him, the Kleves came gamely back into the fight and managed to inflict heavy damage upon the destroyers Vorshert and Metrosteria.

It was then that the cruiser Diana appeared to the north. Now in the line with Jellicoe, it came upon the Romanoff-class Vul Tartzarityn. Disregarding heavy Russian fire, and taking bad damage upon her forward turrets, the Diana broke through the Russian destroyer screen and launched a torpedo attack upon the Vul Tartzarityn. For good measure it turned around and launched yet another attack upon the Romanoff-class Bedlienskeyv, three of the torpedoes striking home underneath the stacks, breaking the spine of this mammoth.

Now the Diana received salvo after salvo of torpedoes and shells herself, the entire Russian line becoming disjointed as Fuchs desperately sent ship after ship north to break what he thought was the heavy cruiser fleet of the German High Seas Fleet. He soon learned that the Diana was a British ship and assumed that it had joined the German line, it being more northerly and easterly than he had originally thought. At this time it must have seemed as if the battleship had become the strong right hand of Hipper, the cruisers being in the left, both being sufficient to cripple and maim the Russian fleet if it should stand and fight.

Then Jellicoe, on the Mowbray, appeared on the scene with the Ditching and the Rowell. In a practically simultaneous salvo, the three ancient British battleships delivered a crushing blow to the smoking Vul Tartzarityn. The bow broke off the doomed Romanoff-class ship and it slowly settled into the water, a flaming pyre for its crew of doomed men.

Beside it floated the holed hulk of the Diana, now unable to fire back, but able to make way until the boilers exploded and sent the Diana to the bottom within a minute.

The slow cruisers Angel and Deepnot disregarded the harassing fire of the Bornholm catteries to smash into the reeling Russian picket line, aiming for the milling Russian centre. Fuchs immedi-

ately formed up a line of his remaining battleships and drove off the cruisers with terrible damage, the Angel sinking before it could make Ystad harbour in Sweden.

The Ditching received torpedoes from the Russian pickets, but continued to fire into the Russian line. By now Fuchs realized that British ships of the line had come into the Baltic proper, and assumed that they were all from the Kattegat group, his intelligence being wrong on the number and size of the ships having passed through the Danish straits.

The German main line was closing fast and Fuchs now attempted to break off with this new threat. He learned that the three Jellicoe battleships were slower models and that he could out-race them easily. He then moved due east... towards the Stolp banks, intending to make northeast and reach Windau or the Gulf of Bothnia.

Wednesday, October 23rd, 1810 Hours.

Lying almost dead calm, Beddloe's ships were able to put almost the entire Russian line under slavo in the first volleys.

The last of the Romanoff-class battleships still afloat in the Baltic went down three minutes after becoming the spectacular target of five British battleships lying in perfect line behind the other. The entire Russian line was stunned, the cruiser Operk was split in two under the hammer-blows of the 14-inch and 15-inch guns of the pride of the British navy.

Behind Fuchs, Admiral Rojhavansky lay floating on a raft to be picked up by the Barwalde (one of the Pomeranian destroyers) that night. He had turned to beat off yet another attack by the Kleves, hoping to cripple Scheer's splendid fighting-dog once and for all. He did not know that Lieutenant Raeder had assumed command of the charnal-house cruiser and continued to bite at the heels of the Baltic Fleet.

He was caught by the Ludwigshafen, Landshut, and the Limburg and its destroyers and swept by a merciless fire, the Russian light ships being driven into the jaws of the Kleves and the Pomeranian coastal batteries. The Russians never had a chance after that, the Kleves taking part in the final kill of the cruiser Rievertm.

The von Tirpitz slightly slowed and came back into line as the eastern seas churned under the volleys of the British jaws of the trap. The Marie Clementi churned east into the British line, but was denied the right of way by Beddloe. Shell after shell hit the Marie Clementi, the bridge going, fires breaking out in the fore locker room, the forward turret wells, the top bunker rooms, the anchors being sheered from the ship by concentrated 14-inch fire. Within ten minutes the Marie Clementi began to lose way. Direct hits had put out of commission three of her forward guns, the British shells hitting the cannon themselves.

The after-bridge was swept by fire, slowly leaning into the sea and giving the Marie Clementi a port-side drift. The upper decks were now merely cratered patches of metal, out of which dense smoke began to pour. Fire control became erratic, though the Marie Clementi was able to blow off the bow of the Reading before it happened.

The shells continued to pour into the slowing Marie Clementi, the stacks going, the fantail splitting in two almost to the rear

turret. Then the forward turret magazine went, pierced by a shell probably from the Jonesby.

The Marie came to a dead halt in the water. Then another rending explosion came from the doomed vessel. Another! Another! Another! More shells fell into the crying flesh of the Marie Clementi and another explosion blew the fantail completely off as the aft-turret magazine went up, to be followed by the boilers within seconds. Within another two minutes the decks were awash, smoke still billowing from her.

Wednesday, October 23rd, 1857 Hours.

The bow of the Marie Clementi pointed to the sky and slid beneath the sea once and for all.

The von Tirpitz slid forward and exchanged signals with the Rodney, and the Mowbray took the surrender of the battered Mosch.

Wednesday, October 23rd, 2022 Hours.

Beldice radioed that the Stolp battle was concluded satisfactorily.

* * * * *

MISSIF

PHIL CASTORA: I disagree about the title -- BATS is sTab spelled forward; sTab is BATS spelled backward. (Castora is Arctas spelled forwards. Hah! that's no-upsmanship for you!)

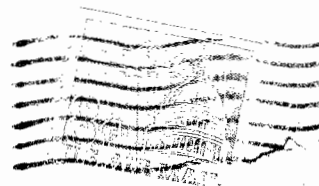
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Our apologies to all subscribers and exchanges not actually players in sTab games, who will be getting sTab #2 and #3 about the same time. Teaching pressures, etc., created a hang-up which caused this delay. Won't happen again, I hope.

ATTENTION SCARBORO... WE ARE COMING... SHARPEN YOUR KNAIVES!

FROM:

John Koning
318 So. Belle Vista
Youngstown, Ohio
44509
U.S.A.



VIA AIR MAIL

Youngstown, Ohio
Nov 9, 1885
3