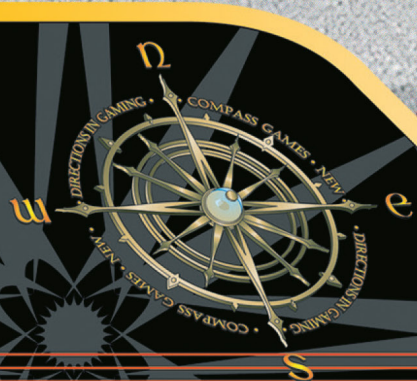


**Imperial German
Naval Airships**

ZEPPELIN RAIDER

**A SOLITAIRE ZEPPELIN GAME
BY GREGORY M. SMITH**

Rules of Play



Compass Games
New Directions in Gaming

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[1.0] INTRODUCTION

World War I brought forth a stunning array of technological advances in warfare and weaponry. For the first time weapons such as the tank, poison gas, and the aircraft were used in large numbers. But soon after the start of the war, it also brought stalemate: trenches and machineguns with supporting artillery far outmatched the bravery and élan of the massed infantry formations that made up the bulk of the fighting forces. Forward thinking German officers, however, dreamed of a way to break the stalemate and bring England to her knees from the air. With the help of Count Ferdinand von Zeppelin, the concept of strategic bombing was born. Leading this effort for Imperial Germany was their Marine Luftschiff Abteilung—the Naval Airship Division. By the end of the war, more than 70 naval airships, mostly Zeppelins, would fly over a thousand missions for Imperial Germany, including raids on London and other cities in England.

Zeppelin Raider is a tactical level game placing you in command of one of several models of WWI Zeppelin airships as part of the Imperial German Navy. Your mission is to destroy as much English war facilities as possible via bombing raids, or to conduct reconnaissance over the North Sea... and still come home. Players will find it challenging to survive an entire tour from 1915 to 1918 at which time, if still alive, you will surrender at base,

having done your part on the front lines. You may optionally begin in 1914 if you wish or start with a more advanced model of Zeppelin which may actually increase your chance to survive. You may start at any month/year you wish, but notice that while some Zeppelins classes are available right away, others are not available until later. Players may be reassigned to a newer model of Zeppelin under some circumstances.

The rules are numbered and presented in sets of major sections, each section divided into numerous major and secondary cases. The rules cross-reference other rules using (parentheses), so for example, you will see, “Load your Zeppelin. You may adjust ballast and bombload. (4.5),” meaning Case 4.5 is related to this rule. The rules of this game have been arranged both for ease of comprehension on first reading and for ease of reference later.

IF YOU ARE NEW TO OR UNFAMILIAR WITH HISTORICAL GAMES, DON'T PANIC! First look at any of the Zeppelin Display Mats, the map of Europe, and the playing pieces, then give the rules a quick read through. Please don't try to memorize them. Follow the setup instructions for play and then read Section 2.0 that describes the general course of play. Section 4.0 provides the framework to help you get started. As questions arise simply refer back to the rules. After a few minutes of play, you will find yourself becoming familiar with the game mechanics.

Online game support is available, with several options to choose from.

Visit us on the Web:

<https://www.compassgames.com>

(Navigate to the Rules and Downloads area for the game.)

Contact us by email:

sales@compassgames.com

We also recommend you visit the official game discussion topic on ConsimWorld for game support, to read after-action reports, and to share your play experience with others. You will find the **Zeppelin Raider** game topic by visiting talk.consimworld.com and navigating to the *Era: World War I* folder in the individual games and game series discussion area. You will also find game support on BoardGameGeek.

Note

Throughout the rules you will see numerous indented blue sections such as this one. These sections are filled with examples, clarifications, play hints, design notes and other assorted wisdom in order to help ease you along.

[2.0] HOW TO PLAY THE GAME

OBJECT OF THE GAME

The object of the game is to conduct numerous missions as a German Zeppelin Kommandant, either conducting reconnaissance over the North Sea, or bombing targets in England. The success of each sortie is reflected by the total number of bomb points dropped on meaningful targets or if at least one ship is positively identified during reconnaissance. Successful missions can result in promotion and crew advancement, culminating in receiving the highly coveted award of the Pour le Mérite. Your Zeppelin and crew will face relentless risks as each sortie exposes you to antiaircraft fire and possibly enemy aircraft. The ultimate success you achieve rests considerably on the decisions you make while conducting sorties during your career.

Overall victory level is determined at the end of the game based on total bomb damage points inflicted on England, with the level possibly adjusted for scouting missions (which can also be determined posthumously if you as Kommandant are killed in action).

The key game components used to facilitate play are the Zeppelin Display Mat to track the status of your Zeppelin and crew, the map of Europe used to track your location, and the Patrol Log Sheet to track the activity and success of each sortie. The various Player Aid Cards are used to resolve game functions.

GENERAL OVERVIEW

In general, play revolves around conducting sorties from a base on the German coast, to either conduct reconnaissance over the North Sea or to bomb targets in England. Upon completion of each sortie you assess the success achieved by consulting your Log Sheet, which may result in a promotion/award for yourself as Kommandant or possible crew advancement. Between sorties your Zeppelin will be refitted. You may also need time to recuperate from any personal injury before being able to conduct your next mission.

CONDUCTING MISSIONS

Your Zeppelin Display Mat shows the overall status of your Zeppelin and crew, including armaments. When conducting sorties, your Zeppelin progresses from area to area on the map, checking for possible encounters in each area entered, including the possibility of a random event, mechanical breakdown, or a change in weather.

Typically, a random encounter involves aircraft. During reconnaissance, ship encounters usually involve an unknown force, which you must try to positively identify. On a bombing mission, you will travel at night to England and conduct bombing against (hopefully) militarily significant targets. At sea at night you will not encounter aircraft, but once over England it is possible before or after you conduct your bombing. You must constantly monitor and manage your altitude. Further danger comes from the multiple antiaircraft batteries near most targets.

ZEPPELIN REFIT

Once your Zeppelin completes its patrol assignment by returning to base—after any possible encounter in the last Travel Box on the Patrol Track—it undergoes a refit. The length of refit depends on the amount of hull damage and inoperable systems requiring repair. Furthermore, convalescence for the Zeppelin Kommandant can result in delays. The possibility exists that you may be assigned a newer Zeppelin or lose some of your crew (as they need more time to recover from their injuries). During refit you are also able to evaluate the relative success of your patrol, which can result in crew advancement or Kommandant promotion, including the Knight's Cross award. Following refit, before your Zeppelin begins its next patrol assignment, all systems will be operational and you will be fully stocked with armaments and a full crew.

END GAME

Once all sorties have been carried out through October 1918, the game ends. Also, should you as Kommandant be killed in action or be captured, or should your Zeppelin be shot down, interned, or captured, the game immediately ends. Whether you survive until your final sortie or not (ending October 1918), tally the total bomb points earned to determine your level of victory achieved and adjust for successful reconnaissance missions. Typically, to record an entire career, you will want to note your successful missions, bombing points inflicted, your final rank, and any awards achieved. Of course, if you have gone down with your ship, any accolades and results are recognized posthumously.

[3.0] GAME EQUIPMENT

[3.1] ZEPPELIN DISPLAY MAT

The 8 Zeppelin Display Mats provided correspond to each German Zeppelin type available. This mat helps track the status of your crew and systems, including available armaments at your disposal. Select the appropriate Display Mat corresponding to the Zeppelin type you have selected for play. This mat is the centerpiece when conducting game play and carrying out missions. The use of this mat is explained in the appropriate rules section.

[3.2] COMBAT MAP

The map of Europe is used to track the player's progress as he conducts his mission and is typically set beside your Zeppelin Display Mat during play. The use of this mat is explained in the appropriate rules section. If assigned to the "Afrikaschiff" (a rare situation) you will be using the map of Africa.

[3.3] THE PLAYING PIECES

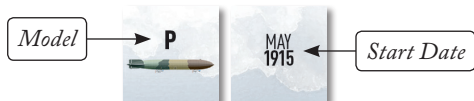
There are 193 playing pieces in a die-cut sheet included with *Zeppelin Raider*. These playing pieces are referred to as markers and are placed on either the Zeppelin Display Mat to track status of your Zeppelin and crew, or on the map. Markers are provided for individual ships, aircraft, crew members, bombs, parachute flares, the current weather, random events, and the status of crew and systems.

[3.3.1] HOW TO READ THE MARKERS

The *Zeppelin Raider* counter mix provides markers to track the status of your Zeppelin and for resolving engagements. These markers may include information—such as die-roll modifiers—to facilitate play. An explanation of each marker type is explained below.

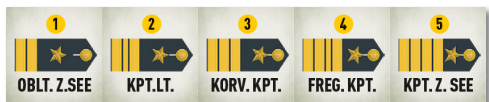
[3.3.2] GAME MARKERS

Zeppelin:



The Zeppelin marker corresponds to the type you have selected and is placed on the map to track progress of your assigned mission. Each of the eight Zeppelin markers lists its corresponding type and start date on the reverse.

Officer Rank:



Five Officer Rank markers are provided to track your promotion level as Zeppelin Kommandant.

Medal & Rewards:

The Pour le Mérite and other awards may be bestowed on you based on your career success.



Crew Quality:



The crew quality corresponds to the experience and performance of your crew. Your crew begins at "Trained" level.

Random Event:

While most Random Events are resolved immediately, some can be used later during play and these markers should be placed on the Zeppelin Display Mat until used.



Armaments:



Bomb markers represent individual bombs by type: high explosive, or incendiary. Parachute flare markers track the number of available to be dropped for navigation purposes, or to blind AA gunners. There is also a marker for a passenger, carried on special missions.

Damage:



Markers are provided to track Gondola Damage, leaking and vented gas cells, and any possible damage to Engines and other systems. These markers are only placed on your Zeppelin Display Mat when damage occurs.

Crew Status:



Crew status markers are provided to track severity of injury or KIA results, possible frostbite, and the overall level of crew expertise. Specialized crew members can also rise to "Experte" level (11.1) which provides certain benefits during play.

Map Markers:



Markers are provided for the map when conducting missions. These markers include Current Mission (Bombing or Scouting), Wind Direction, the Zeppelin marker itself, Current Weather, and the Zeppelin base you are assigned to.

[3.4] CHARTS AND TABLES

Six 2-sided and two 1-sided Player Aid Cards are provided to facilitate game play and resolve game functions. The use of these charts and displays are explained in the appropriate rules section. Specific charts and tables are referenced by their ID in [square brackets].

When a die roll is called for, each table specifies the die roll combination necessary, which in some cases may include each die representing a different place value. In such instances, use a colored die to distinguish place values.

For example, for a roll of "1d6+1d6," the first d6 represents the tens' place value and the second d6 the ones' place value.

The other combination roll in the game is for London targets—1d20+1d6, which gives 40 results. The d6 in this case provides a "high/low" result—1-3 add zero, 4-6 add 20 to the result of the d20. This will give a result of 1-40, corresponding to the targets in London.

[3.5] THE PATROL LOG SHEET

The Patrol Log Sheet (*see example below*) is used to record for each game session your Zeppelin type, ID, and Kommandant (Kmdt) name, along with individual missions, bomb damage inflicted, and missed sorties due to damage or wound recovery following each sortie. Feel free to photocopy these sheets as needed.

LOG SHEET EXAMPLE—

This example Log Sheet shows a player who has started in May 1915 in a "P" Class Zeppelin. His first mission is to bomb Hull/Grimsby, as he rolled an "11" on chart A1. However, when he arrived he missed with most of his bombs, only doing 1 point of damage. Therefore, he placed an "F" in the Results column, indicating his first mission was a failure. His second mission was to scout area E, since he rolled a "4" on chart A1 this time. He did not identify anything in area E but found some ships in area F, so this mission was marked with an "S" for success. Finally, for his 3rd mission of the month, he rolled a "5" and was assigned to bomb London. Upon arrival, his target was the Bank of England, which he made a special note as it awards a Prestige Point if bombed. He did, in fact, do 4 points of damage to it, making the mission a success. Finally, in the month's Bomb Pts column, his total for the month was 5 (1 point at Hull/Grimsby, 4 points in London) so he entered a 5 in that column.

LOGSHEET ZEPPELIN RAIDER									
Optional game start	Mission 1	Result	Mission 2	Result	Mission 3	Result	Bomb Pts	Notes	
Aug 1914									
Sep 1914									
Oct 1914									
Nov 1914									
Dec 1914									
Jan 1915									
Feb 1915									
Mar 1915									
Apr 1915									
Game start May 1915	Bomb-Hull	F (1pt)	Scout-F	S	Bmb-Lndn	4pts	5	Bank of England! 1pp bonus	P-Class Available
Jun 1915									
Jul 1915									
Aug 1915									
Sep 1915									
Oct 1915									
Nov 1915									
Dec 1915									
Jan 1916									Q-Class - Available
Feb 1916									
Mar 1916									
Apr 1916									
May 1916									Incidinary Ammo +2
Jun 1916									R-Class
Jul 1916									
Aug 1916									
Sep 1916									

[3.6] GAME SCALE

Each sortie represents a day (or night) long mission but the game is unusual in that 3 sorties are flown per month, which was the average conducted historically. Generic crew boxes represent several crewmen of the approximately 20 onboard. Select markers represent individual Zeppelins, ships, groups of ships, aircraft, specific crew members, bomb points, and parachute flares.

[3.7] PARTS INVENTORY

A complete game of *Zeppelin Raiders* includes the following components:

- One full-color counter sheets (193 x 1/16-inch counters)
- One Rules Booklet with Designer's Notes
- Six Player Aid Cards, 2-sided
- Two Player Aid Cards, 1-sided
- One Patrol Log Sheet pad, 2-sided
- Four Zeppelin Display Mats, 2-sided
- Two maps (Europe and Africa)
- Eight Historical Kommandant cards
- Three 6-sided, one 20-sided, and two 10-sided dice
- One Game box

If any of these parts are missing or damaged, please contact:

Compass Games LLC

PO Box 278

Cromwell, CT 06416

sales@compassgames.com

[4.0] GAME SETUP

GENERAL RULE

Game setup consists of selecting your Zeppelin type, preparing your Log Sheet, and placing the corresponding Display Mat in front of you for initial marker placement prior to conducting your first mission. You should also have the Europe map set nearby, with the current weather and wind direction markers placed on it or near it.

[4.1] ZEPPELIN MODEL SELECTION

Begin by selecting one of the eight Zeppelin types that you wish to command and place the corresponding Display Mat in front of you. Only one Zeppelin. For the standard game, this will be the “P” class. See 4.2 Start Date, below, to see what Zeppelin types are available at different dates. The standard game starts in May 1915. An earlier start date with the “M” class allows a player to begin at the start of the war, but in that case, will only be conducting scouting (reconnaissance) missions until 1915. Later start dates have more advanced Zeppelins available. Game play consists of being Kommandant of a single Zeppelin rather than simulating control of multiple ships or units.

***Note:** You can start with a more advanced Zeppelin model, such as the X Class, but it does not become available until July 1918; you will not have the early months of the war to advance your career.*

[4.2] START DATE

[4.2.1] Your first mission will be in May 1915 unless you choose a class not available until later in the war, or you are starting early with the M class.

[4.2.2] Available dates are given here for the entire war for players who may wish to start with a different Zeppelin class than the P Class:

Type	Available Date
M Class	August 1914
P Class	May 1915
Q Class	January 1916
R Class	June 1916
S Class	February 1917
V Class	September 1917
W Class	November 1917
X Class	July 1918

[4.2.3] You may be reassigned or elect to choose a newer model of Zeppelin under some circumstances. Part of the normal game progression is to increase your Prestige by success and promotion in order to command the newer and more advanced Zeppelins.

[4.3] PREPARE PATROL LOG SHEET

[4.3.1] The results of your Zeppelin career are tracked by recording the information in the Log Sheet.

[4.3.2] The Log Sheet is used to capture information about each mission assignment, including how much bomb damage was inflicted and mission success or failure, which help determine your victory level (5.2).

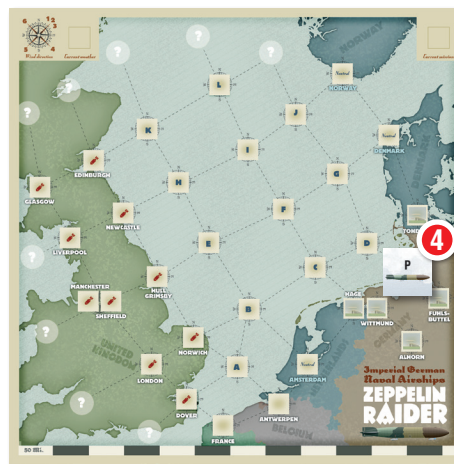
[4.4] ZEPPELIN DISPLAY MAT SETUP

[4.4.1] Place in front of you the Zeppelin Display Mat that corresponds to the Zeppelin type selected. You will be referencing this display continuously while conducting missions to record the status of your ship and crew. Place your Kommandant Status Mat (*chart [A7], shown at right*) to the side where it can be accessed when needed.



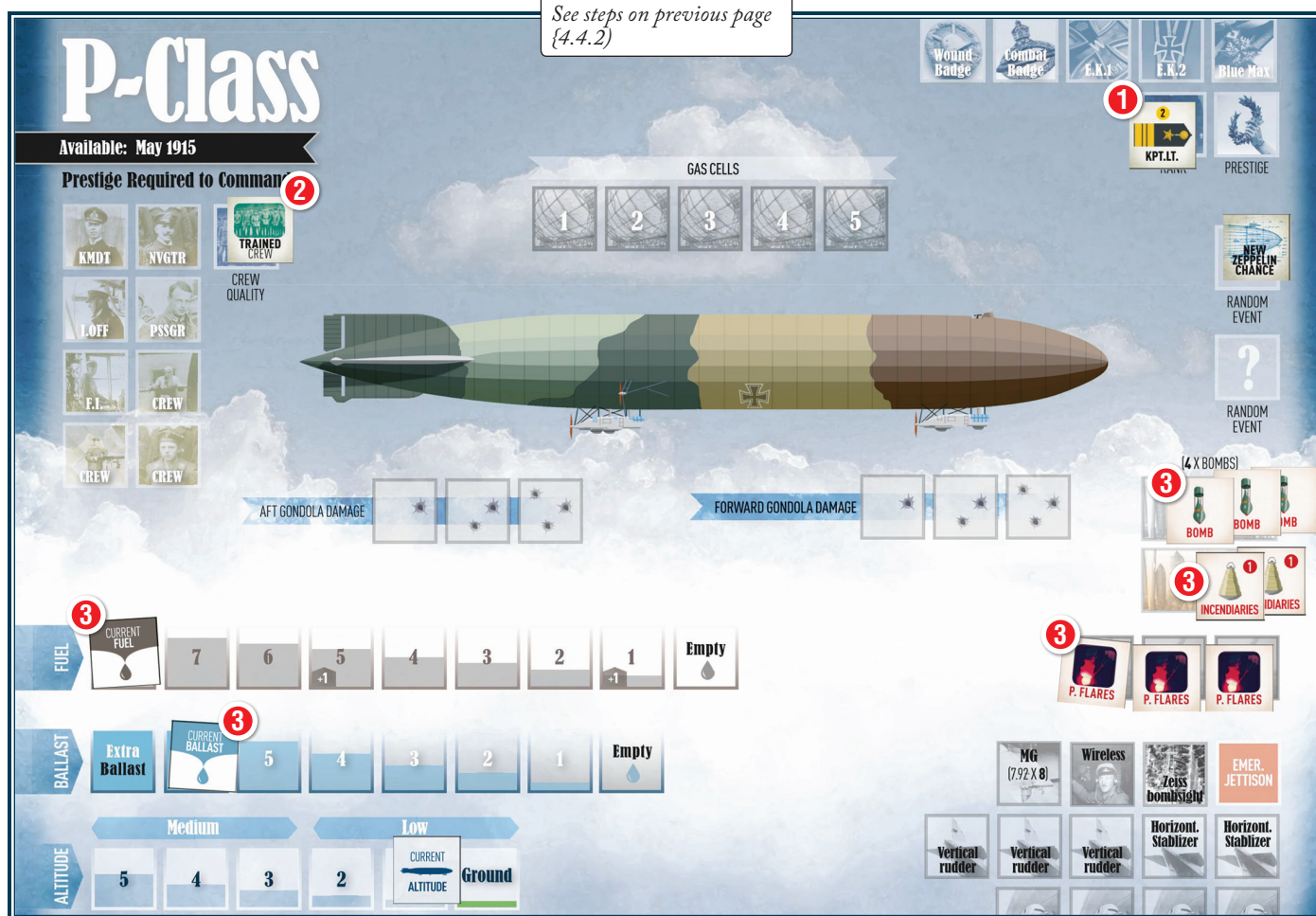
[4.4.2] Place the following markers on your Display Mat (*see facing page*):

- 1 Place either the Oblt.z.See (Oberleutnant zur See) or Kpt.Lt. (Kapitänleutnant) marker in the Rank box on the Kommandant Status Mat (chart [A7]). This is your starting rank (12.3.3).
- 2 Place the Trained Crew Quality marker in the Crew Quality box. This is your starting Crew Quality.
- 3 Place the appropriate Bomb, incendiaries, parachute flares, ballast, and fuel markers on the mat in their boxes.
- 4 Place your Zeppelin marker on the appropriate starting Base on the map (*see illustration below*).



[4.5] BOMB & BALLAST LOAD

***Commentary:** Zeppelins, unlike most aircraft in WW2, did not have a standard loadout of weapons or ballast. Loads were adjusted based on expected weather and the mission.*



[4.5.1] Nominal Loadout

Each Zeppelin has a "baseline" load of bombs and ballast. These may be adjusted by one, up or down, but the overall total must remain the same. Two bomb points are equal to one ballast.

Example: The P class Zeppelin normally has a bomb load of 4 but this may be changed to 2 if the player wishes to add an extra ballast. Or, the player may increase the bomb load to 6 but decrease the ballast by one. It is his decision pre-flight, based on perceived needs of the upcoming mission.

[4.5.2] Bomb Loads

Each "point" of bombs can be taken as either 1 bomb or 2 incendiaries.

Example: If a Zeppelin has a bomb load rating of "4" it can take 4 bombs and 0 incendiaries, or 3 bombs and 2 incendiaries, or 2 bombs and 4 incendiaries, etc.

[4.5.3] Seasonal Effects

Zeppelins may carry one extra point of ballast—be it bombs or ballast—during the winter months (Dec-Feb) and must carry one less point during the summer months (Jun-Aug).

[4.6] STATUS MARKERS

[4.6.1] Various markers are placed on the Display Mat and are used to track the total number of bombs available for dropping on targets, parachute flares to drop for Navigation or for blinding AA gunners, for tracking current fuel status, ballast status, and altitude status.

[4.6.2] Initially place the 3 parachute flares on the mat, along with current fuel in the "full" box, current ballast in the "full" box, bombs in the bomb box, and current altitude in the "Ground" box. Notice the bomb and ballast loads are adjustable per above (4.5).

[4.6.3] For those Zeppelins armed with machineguns, ammunition is not tracked. They are assumed to have unlimited ammunition for game purposes.

[4.6.4] Ammo markers are not used for Flak guns since, for game purposes, they have unlimited ammunition supply.

Note: A Zeppelin might encounter one or possibly two aircraft on a mission, and even then combat might not occur. Tracking the ammunition for them made no sense as they would not realistically run out. Machineguns therefore do not have an Ammo box associated with them; only the status of the gun is tracked on the Display Mat.

[4.7] BASING

Players will be based at one of six northern European bases—and later, possibly, a Bulgarian base. These are almost all identical in game terms, although some are closer to England than others. If starting a career in 1914, the player starts based in Nordholz. Otherwise, the starting base is randomly chosen (see 4.7.2).

[4.7.1] NORDHOLZ

The base at Nordholz had a unique double shed on a rotating platform (somewhat akin to a gigantic Lazy Susan). Normally, Zeppelins could not exit their sheds and lift off in moderate or heavy winds.



If stationed at Nordholz, you may take off in rain conditions (as the shed can be rotated to allow takeoff). If at any other base and rain is rolled as the starting weather, the mission is canceled. Notice this applies to just “rain.” You may always take off in light rain or clear weather.

[4.7.2] REBASING

Rebasing occurs when a player receives a new Zeppelin for whatever reason. Roll 1d6 for a new random base for this reason, or when starting a career after 1914:

1. Tondern
2. Nordholz
3. Fuhlbüttel
4. Alhorn
5. Wittmund
6. Hage

[4.7.3] JAMBOLI (Bulgaria)

This base, on the Africa map, is only utilized if commanding the “AfrikaSchiff,” which occurs only in 1917 in a rare situation.



[5.0] HOW TO WIN THE GAME

GENERAL RULE

A full game consists of completing numerous missions up to and through October 1918. The game may end early if your Zeppelin is destroyed and you as Kommandant are killed in action or taken prisoner after being forced down in England, France, or interned in a neutral country.

While the results of each mission may result in promotion and crew advancement—or conversely, a drop in crew quality due to poor performance—the overall victory level is determined at the end of play based on total bombing points achieved, modified by successful scouting missions.

[5.1] ENDING THE GAME

[5.1.1] The game ends upon completion of your final mission leading up to or through October 1918—no mission assignments are conducted after October 1918.

[5.1.2] If it is determined that your next mission assignment would commence after October 1918 due to damage repair or a hospital stay, the game ends.

[5.1.3] The game immediately ends, regardless of date, should you as Kommandant be killed in action or taken prisoner.

[5.1.4] Once the game has ended, you can determine victory.

[5.2] DETERMINING VICTORY

[5.2.1] Consult your Log Sheet at the end of play and add up the total number of bomb points dropped on targets.

[5.2.2] Based on the total bomb damage points achieved, your victory level and performance as a Zeppelin Kommandant can be determined below. For every 10 successful scouting missions, increase the level of victory by one result.

DEFEAT—0-10 bomb damage points achieved:

You are a disgrace to the Kriegsmarine, your family, and yourself. Why on earth did Strasser give you an airship to begin with?

DRAW—11-15 bomb damage points achieved:

You have fulfilled your obligations to the nation. Airship command in the inter-war period is probably not in the cards, however.

MARGINAL VICTORY—16-20 bomb damage points achieved:

You have enjoyed a modicum of success as a Zeppelin commander. Your crew respects your abilities.

SUBSTANTIAL VICTORY—21-25 bomb damage points achieved:

You are one of the Kriegsmarine's Zeppelin elite, and have gained the respect of your peers, your crew, and commander. You are often mentioned in the nation's papers.

DECISIVE VICTORY—26+ bomb damage points achieved:

You are the scourge of England and the pride of the entire Kriegsmarine. Your legendary exploits place you at the top of the Zeppelin Commanders and are mentioned prominently in propaganda efforts. Your peers are amazed at your bold successes. You hopefully retire peacefully in Hamburg after the war.

[5.2.3] Should you be killed in action as Kommandant, you still (posthumously) determine your victory level. The same applies if you are taken prisoner.

[6.0] SEQUENCE OF PLAY

[6.1] GAME START MECHANICS

The standard game begins in May 1915 with a “P” class Zeppelin at a random base. If you choose to start the game after that date (for example, you want to try a type of Zeppelin not available in May 1915) you start based randomly as well. Players begin the game with 1 Prestige point.

Optional—You may wish to start at the very beginning of the war. Any careers started in August 1914 start based in Nordholz with an M Class and no Prestige points. It is recommended, however, to start in May 1915 for your first game.

[6.2] MISSION MECHANICS

- a. Obtain mission assignment by checking on chart [A1]: the year versus 2d6 roll. Write this on the mission log and place the mission type marker on the map. Notice “M” class Zeppelins do not bomb London or inland targets; see notes on chart [A1].

***Historical note:** Although the “M” class technically had the range, with poor winds they stood a good chance to be lost due to fuel. They did rarely bomb coastal England, but with limited results.*

- b. Check for takeoff weather [W1]. There are 3 missions per month; you are assumed to be taking off on a day when weather is, at a minimum, flyable. You may possibly roll for wind direction.
- c. Load your Zeppelin. You may adjust ballast and bombload (see 4.5).
- d. Take off (*in airship slang, “Up Ship!”*). Gain one altitude box automatically for dynamic lift.

[6.3] FLIGHT SEQUENCE

- e. Travel one box and adjust altitude by any amount desired. This is done by dropping some type of ballast or, if descending, by venting gas. Notice this is voluntary altitude change. Altitude change may also occur from leaking, altitude gas venting, and/or enemy fire. Expend fuel.
- f. Check for random mechanical failure [A5] and possible weather/wind change [W2].
- g. Go through the Bombing routine if on a bombing mission and over a target box, or go through the Scouting routine if over a North Sea box.
- h. Roll for encounters on charts [A2] or [A3] as appropriate, if currently traveling in a North Sea box (travel boxes containing a capital letter for a name) or a target box

(London, for example). A random event may occur if a natural 12 (boxcars) is rolled; this replaces the normally listed encounter. A random event can only occur once per mission. A second 12 will result in the encounter as listed. For bombing missions, all aircraft encounters over a North Sea box are “no effect.”

- i. Resolve encounters, to include aircraft from the previous turn who are chasing you. Attempt to repair damage if present [B4].

Repeat steps e. through i. until your Zeppelin has gone through all desired travel boxes and has returned to base, is lost, or crash lands.

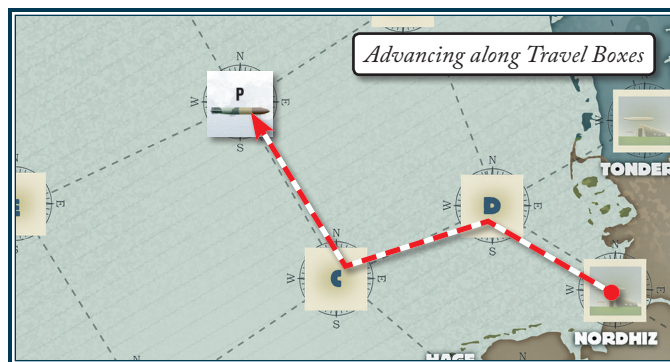
[6.4] POST FLIGHT SEQUENCE

- j. Refit your Zeppelin by repairing all damage. Lose 1 mission if more than 6 systems are damaged/inoperative when doing this. If this is the case, place an “R” on the next mission space on the Log Sheet. Wounded/dead crewmen do not count against this total.
- k. Check for awards (12.2.4). Upgrade to newer Zeppelin if desired/possible (13.0).
- l. Check to see if any other special advances apply to crew members.
- m. Check for mission success. Place an “S” on the Log Sheet for success and an “F” for failure. Gain 1 experience point for every 4th successful mission.

Proceed back to 6.2 Mission Mechanics.

[6.5] MISSION SUCCESS

A bombing mission is deemed a success if the Zeppelin arrives at the target location and at least 2 points of bomb damage occurred somewhere against a target marked with an asterisk (not necessarily the initially targeted location). A scouting mission is deemed a success if the Zeppelin arrives at the **specified** location and at least 1 ship, or group of ships, was positively identified at some time during the mission (but not necessarily at the specified location).



[7.0] ALTITUDE MANAGEMENT & GAS CELL TRACKING

The heart of the game is how well the player plans ahead to ensure he has enough altitude to perform his mission and return safely.

[7.1] VENTING

Automatic gas valves vented hydrogen when the gas expanded due to altitude increase. Players may also vent gas on command, and in fact, that is how landing is achieved assuming no damage has occurred.

To represent venting in the game, one gas cell is vented when the airship hits the first altitude box of the Medium altitude band, and again each time when the airship hits the "High" altitude band and the "Very High" altitude band. This automatic venting penalty only happens once per mission per altitude band. Use a "Vented" marker on an altitude band that has been crossed to indicate this.

If, for example, you cross the boundary to Medium Altitude, then go back down, then go back up and cross it again, you do not vent the second time. If possible, you must vent cells that have not yet been vented by placing a "Vented-1" counter on them.

Each time a cell is vented, gas is lost and one altitude will be lost unless some type of ballast is dropped concurrently to counteract it.

Example 1: *A player at altitude 2 drops one ballast and rises to altitude 3 (and is now at Medium Altitude). He must place a "Vented-1" counter on a gas cell. He then drops a second ballast to stay at altitude 3.*

Example 2: *Assuming no wind penalties, an X-class Zeppelin at altitude 8 has travelled 8 boxes and therefore has used his 4th fuel box. He moves the current fuel marker to the right one box. This gives him one altitude and therefore he rises to altitude 9, crossing to the Very High Altitude band. This causes automatic venting and he has to place a vented-1 counter on a gas cell. He will drop an altitude level unless he counteracts the automatic venting by dropping 1 more ballast—or fuel, or bombs, or a combination thereof—so he can maintain altitude 9.*

Alternately, he could vent one gas cell on command, which would counteract the empty fuel tank rise, and therefore he wouldn't ascend to level 9 but instead would remain at level 8.

[7.2] GAS CELL DAMAGE, REPAIR & STATUS

Commentary: Each gas cell in the game represents roughly 3 gas cells in real life, as Zeppelins normally carried 15–19 cells, depending on type. In order to keep things manageable, the player will therefore have 5 or 6 gas cells to monitor in the game.

Each gas cell in the game has 3 "units" of gas. Each one of these provides lift to the airship, and the loss of a single unit means the immediate loss of an altitude box. They may lose gas one of several ways: Automatic venting, intentional venting, a leak from enemy gunfire, or a leak from the mechanical breakdown chart.

There are various markers to represent the different states a gas cell may be in:

Vented-1 means 1 unit of gas was lost via venting. Vented-2 means 2 units are gone (*from whatever means*).



Leaking means the gas cell needs repair. Leaking-1 means 1 unit of gas was lost from a leak, but it still can be repaired before more is lost. Leaking-2 means two units of gas are gone (*from whatever means*) but it still can be repaired before the last unit is lost.



Depleted means the gas cell is no longer producing lift.



Leaking and Vented counters are both included since Leaking counters represent the fact the gas cell needs to still be patched, and Vented-1 and -2 counters merely show an intact cell with less than 100% lift. The Vented counter with no number on it is used to mark an altitude band that has been crossed.

Example 1: *A gas cell gets a Leaking counter from antiaircraft fire, then the repair roll fails so it gets a Leaking-1 counter and loses a unit of gas (and therefore a box of altitude). The next turn it gets repaired; the leaking-1 counter is replaced with a Vented-1 counter, showing it is currently short one unit of gas (but is no longer leaking).*

Example 2: *A gas cell starts with a Vented-1 counter from crossing an altitude band which shows it has lost 1 unit of gas. Antiaircraft fire later punctures it so it gets a Leaking-1 counter; this indicates it needs repair and has already lost one unit. If the repair roll fails, it will get a leaking-2 counter and lose another unit of gas.*

At the end of every turn, a player may attempt to repair all his leaking counters (assuming he has sufficient non-seriously wounded or dead crew). Successful repair of a Leaking counter results in removal of the counter. Successful repair of a Leaking-1 or Leaking-2 counter means replacement of that counter by a Vented-1 or Vented-2 counter, respectively. Failure to repair a Leaking or Leaking-1 counter means replacement by a Leaking-1 or Leaking-2 counter, respectively, and the loss of one box of altitude. Failure to repair a Leaking-2 counter means replacement by a Depleted counter and the loss of one box of altitude. Depleted gas cells no longer need to check for repair.

[7.3] EMERGENCY JETTISON

A player may need to reduce his weight by any method possible in an emergency. He is allowed one emergency jettison per flight. This is all machineguns and ammunition, the wireless, all lifeboats, and the Zeiss bombsight, plus whatever isn't nailed down, and some things that were—he must jettison it all to gain the benefit. This gives him the equivalent of dropping one box of ballast. Place the Jettison marker on the Zeppelin play mat as a reminder. Obviously you lose all benefits said equipment gave your Zeppelin after its gone. If you do somehow return to base safely, you will lose two missions while equipment is replaced.

A player may also jettison bombs, fuel, and ballast in an emergency, rising the appropriate altitude levels.

[7.4] DECREASED CREW ONBOARD

Sometimes Zeppelins went on missions with reduced crew to save weight. A player may takeoff with one less generic crew box: use the "crew not aboard" marker on a generic crew box to indicate this. This will allow him one extra point of weight, be it bombs or ballast. However, this reduces the number of systems that can be repaired at a time by one.

For example, if during the repair phase you have only two generic crew that are not SW or KLA and 3 damaged systems, you have to choose which one you will not attempt to repair that turn.

[7.5] MAXIMUM ALTITUDE

Each Zeppelin has a maximum altitude: the highest numbered altitude box on the mat. This cannot be exceeded.

For example, if a Zeppelin at maximum altitude were to drop 2 points of bombs, it would normally rise one box of altitude. In this case, however, the lift is lost.

[7.6] DYNAMIC LIFT

Each Zeppelin takes off with 1 point of lift created by the forward thrust of the engines acting on the airship's body. This is known as dynamic lift. If at any time a Zeppelin loses half (or more) of its available engines due to breakdown or combat damage, it loses this point of lift immediately. This loss of lift, like any other, may be countered by the dropping of some type of ballast if desired.

[7.7] LIFT VALUES

1 Unit of Lift	Is the Equivalent of This
1 unit =	1 box of ballast dropped
1 unit =	2 points of bombload
1 unit =	4 boxes of fuel

[8.0] WIND, WEATHER & FUEL

Due to the (relatively) weak engines and large surface area, airship operations were heavily influenced by the weather and the wind.

[8.1] TAKEOFF

Before takeoff, roll on the weather chart using the proper season column.

Since Zeppelins had problems taking off in heavy winds, that weather is not listed on the takeoff weather charts: if the weather was that bad, the mission would never have begun. It is assumed the weather during the month will be good enough for operations at least 3 times, which is how many missions per month you will conduct.

[8.2] WEATHER CHANGE

During flight, check for a change in weather after traveling each box, not including the first box traveled. A change in weather may only occur once per mission; once it occurs, you may skip this step for the rest of the mission. (**Exception:** a weather change previously in a mission does not prevent the Gale random event from happening.) A change of weather to clear (with wind), rain, heavy rain, snow, or gale will also cause the wind direction to possibly change. Roll for a new wind direction in those cases.

[8.3] DETERMINE SHIP SIZE & ID

All precipitation increases the weight of the airship by a variable amount, from 1 for Light Rain up to 4 for Snow/Ice. Weather effects on airship weight are not cumulative: if the weather changes from rain to heavy rain, for example, the weight penalty goes from 2 to 3 (total); it does not become 5. Each point of weather weight penalty must be counteracted by a ballast drop of some type to maintain current altitude.

Example: It is light rain, with a weight penalty of 1. The player has dropped a ballast for this weight penalty. He is currently at altitude 5. The weather changes to "Heavy Rain" which has a weight penalty of 3. He must therefore drop 2 more ballast to maintain his current altitude. Alternately, he could drop 1 ballast and descend one altitude box, or even choose to ignore it and drop two altitude boxes

[8.4] WIND EFFECTS

Rain, Heavy Rain and Gales are assumed to have associated wind or gale force wind. (*The winds associated in real life with light rain or snow are assumed to not be significant in game terms.*) Some clear weather also has an associated wind ("Clear-Wind") on the chart.

Wind blows in the direction rolled with 1d6 on the wind direction chart. With a 1-3, it is blowing to the northeast, a 4 to the southeast, a 5 to the southwest, and a 6 to the northwest.

It takes 1 box of fuel to travel against the wind, instead of the normal ½ box.

It is not possible to travel against gale force winds; in fact, it takes a box of fuel to stay in the location you are currently in, should you desire to do so. Your only movement options are to the sides, or in the direction of, the gale force wind.

Zeppelins with half or more of their starting engines damaged or inoperative may not travel against the wind.

A ship with 5 engines, therefore, needs at least 3 operating to be able to travel against the wind.

Due to heavier winds at altitude, Zeppelins may not travel against any wind at very high altitude, regardless of engine status. At high, they may travel against the wind by expending 1 box of fuel per box, and only if they have more than half of their starting engines operating.

[8.5] FUEL MANAGEMENT

Operational ranges rarely matched optimal ranges on airships due to a variety of factors. Fuel is a valuable resource which should be monitored closely by players.

[8.5.1] FUEL CONSUMPTION

Each box traveled on the map expends ½ of a box of fuel. Each 4th empty box of fuel lightens the airship by 1 unit, which causes the airship to rise one altitude level. This change occurs when the Current Fuel marker enters each 4th box. Assuming no wind penalties, as you move flip the current fuel marker to the side showing half fuel for that box. After moving again, flip the current fuel marker back to the normal side and move it to the next fuel box to the right. If the Zeppelin completely runs out of fuel, it drifts in the direction of the wind one area per turn. If you are fortunate enough to drift over friendly territory, you may crash land. If you drift into a "Lost" area or off the map, your Zeppelin is assumed to be never heard from again and the game ends.

[8.5.2] WIND PENALTIES

As listed in (8.4) above, it is possible to burn more fuel going against the wind to travel a box; or even, in the case of a gale, to stay stationary. It still costs ½ of a fuel box to move with the wind (*the engines are still running*).

[8.5.3] FUEL AS BALLAST

The player may find it necessary or desirable to use his fuel as ballast. He may drop enough fuel boxes to move the Current Fuel marker to a 4th fuel box at any time to gain an altitude level or to counteract an altitude drop. *This should probably only be done in a dire emergency.*

[9.0] MISSION REQUIREMENTS & TIME

Zeppelins were capable of conducting several missions a week, although in practice this was rarely done. Many times the moon, time of year, or even shortages of hydrogen gas impacted operations.

[9.1] NORMAL MISSION SEQUENCING

Players may conduct a maximum of 3 missions per month. As bombing occurred on the darkest nights for safety from AA and aircraft, missions were not normally conducted in the week around the full moon (*except for scouting missions, which were done in daylight*). This 3 mission limit may be reduced due to airship damage or random events. Additionally, players may have to "sit out" missions due to injury or ship repairs.

Game Note: Although this may seem somewhat arbitrary, it is based on historical data as an average. Obviously some airships conducted more than 3 operations a month, and some less. Additionally, sometimes all the Zeppelins were grounded for weeks at a time due to bad weather. Fortunately, this approach precludes the necessity for tracking the moon and other limiting factors such as long stretches of bad weather—we just assume missions occur when they could occur, sometime during the month. As I am fond of saying, "more complexity does not equate to more 'realism'."

Missions should be tracked on the Mission Log Sheet. The only data that needs to be recorded is the type of mission, bomb damage totals, and either "S" for success or "F" for failure.

Players may wish to keep notes in available space for their own future reference but it is not required.

[9.2] MISSION REQUIREMENTS

Bombing missions are required to bomb a specific geographic location in England (*London, for example*). Scouting missions are required to scout a specific location in the North Sea, each box being assigned a letter for identification. However, players are not limited by the mission parameters for success. They must enter the specified locations, but they may bomb or successfully scout somewhere else.

Example: London is the target. He arrives in London, but since he cannot find a suitable target, he holds his bombs. Heading home, he bombs Grimsby/Hull, causing 4 points of bomb damage. The mission is a success.

Example: Mission to Scout area B. A player arrives at the North Sea box labeled "B". He sees nothing. He then moves on to scout area A, and positively identifies a ship. The mission is a success.

A mission is automatically a failure if the Zeppelin is destroyed or crash landed, even if your Kommandant somehow survives.

[9.3] PASSENGER MISSIONS

Some bombing missions involve carrying a passenger. These bombing missions are marked with a (P) on chart [A1].

This passenger was FK Peter Strasser, commander of all Naval Zeppelins. He would sometimes travel along on raids to get a feel for the situation.

If you manage somehow to get him killed or severely wounded, your mission is a failure, even if you would have otherwise been successful.

He has no impact on game play otherwise; he is just along as an observer.

[10.0] BOMBING & SCOUTING

[10.1] GENERAL PROCEDURES

[10.1.1] ARRIVAL AT TARGET

Bombing occurs after a Zeppelin arrives in a target box. Several events occur in sequence with some decision points for the player. The bombing routine is as follows:

[10.1.2] NAVIGATION ROLL

The Navigator must make a navigation die roll upon entering a target box. This roll is modified by +1 if the weather is currently Rain, Heavy Rain, or Snow; -1 if he chooses to drop a parachute flare; and possibly by -1 if the Navigator is an "experte." If the Navigator is seriously wounded (SW) or killed in action (KIA), there is an additional +1 modifier. If you roll a Navigation success, you are in the target area and now roll for a target randomly from the Target list for that city/area. If you roll a failure, you must spend ½ a box of fuel—or a full box if traveling against the wind—and retry to find the target area.

If you find a target but do not like it, you may look for a new target by re-rolling after dropping a parachute flare. If you are out of parachute flares, this is not an option and you must bomb what target you have or hold your bombs. Each time you look for a new target, you expend ½ box of fuel and you roll again for a target from the appropriate list.

[10.1.3] BOMB RUN

To bomb, decide to expend as many bombs and/or incendiaries as you wish and make that many die rolls on the [B1] Zeppelin Bombing "To Hit" chart. For each hit, make a roll on the [B3] Bomb Damage chart, applying the +1 modifier if your bombsight is damaged and a -1 if your Executive Offizier is an

"experte." Total up the bomb damage points; that is your metric for measurement of success. Some targets take double damage from incendiaries. Gain altitude immediately after bombing (see 4.5.1 and 7.7).

However, after you have decided how many bombs to drop, roll to see if you were "off-course" on the Navigation chart (which doubles to serve this purpose). If this is the case, re-roll randomly on the Target list for a new target. This is what you are actually bombing.

Notice you may think you're bombing the Bank of England, and it ends up being actually some cottages, or worse, a church. On the plus side, your target may even become something better.

[10.1.4] AA FIRE

After bombing, anti-aircraft fire occurs twice. First, roll for searchlights attempting to "cone" the airship. Fire AA using the appropriate modifiers. Before each firing, the player may drop a parachute flare to blind the gunners, if he has one available, and may apply that modifier.

[10.1.4.1] After AA fire, roll for a random aircraft encounter on chart [A3].

[10.1.4.2] AA fire from an "off-course" target receives a -2 drm (*as it is less intense*) and does not get a searchlight die roll.

[10.1.5] BOMB WEIGHT

Bombs give 1 unit of lift for every 2 points dropped (rounded down).

For example, after dropping a bomb load of 5 points, the airship would rise 2 altitude levels unless counteracted by venting gas.

[10.2] ENCOUNTERS WITH SHIPS

[10.2.1] SCOUTING PROCEDURE

Over each North Sea (water) box, the player on a scouting mission rolls for random encounters. If a ship or group of ships is encountered, he must decide how to proceed:

- A. He may choose to roll for scouting at +1, also applying any other modifiers, and send in a report if his wireless is operational. The ship(s) will either be Positively Identified (roll to determine exactly what) or they will be "Probably Identified." The encounter is ended.
- B. He may choose to close in to get a better look. He then rolls at -2 to the [A2] scouting chart but takes 1 x AA attack if the ships include any DD, CL, CA, or BB. He does not take AA fire from ML, SS, or merchant vessels. He then sends in a report. If he fails the scouting roll and

the ship(s) are still only "Probable ID," he still rolls for identification to see if he is fired upon.

- C. He may choose to fly over the contact and attempt to bomb the target(s). He rolls on the identification table to get the target(s). Different ships take different amounts of damage to sink. If he wishes to bomb and multiple ships are present, he chooses one ship as the target. Bomb drops on ships use the same routine as against land targets, except they automatically get a +2 "to hit" drm due to the fact the targets are moving. The ships (if capable) then return fire with two AA attacks. Bomb damage points done to ships do count toward your victory conditions. Players do not make navigation rolls when attacking ships.

At best, bombing ships is very hazardous. Think twice before doing it. Additionally, it's not really your mission but did occasionally happen historically with poor results.

- D. The good news when taking AA fire is the Zeppelin scouting result becomes "Positive ID" regardless of what he rolled.

[10.2.2] PARACHUTE FLARES

As scouting happened in daylight (*as opposed to bombing England, which happened at night*) the use of parachute flares is useless and no modifiers are given for them against AA.

[10.2.3] SHIP IDENTIFICATION

The positive identification of a group containing capital ships (BB or CA) confers 1 Prestige Point and a successful mission. The positive identification of any other type of ship(s) counts as a successful mission. Probable identification does not count as a successful mission.

[10.2.4] AIRCRAFT ENCOUNTERS WHILE SCOUTING

It is possible that a scouting encounter will be an aircraft, not a ship or group of ships. In that case, simply proceed to the aircraft encounter procedure. Notice that only seaplanes/floatplanes will be encountered while scouting at sea; if it is not, it is treated as "no encounter."

[10.2.5] WEATHER EFFECTS

Any type of weather other than clear gives +1 to the scouting die roll.

[10.3] ENCOUNTERS WITH AIRCRAFT



[10.3.1] AIRCRAFT TYPE

Once an encounter with aircraft is rolled, the player rolls to see what type has been encountered on chart [A3] by rolling 2d6. If an aircraft is rolled that is not yet available, there is no encounter

instead. If a non-seaplane is rolled as the encounter when over a North Sea box, it also becomes "no encounter." Seaplanes are denoted by an "*" (asterisk) next to their name on the aircraft encounter chart.

Example: It is February 1917. You roll a "4" which normally would be a Sopwith Camel at altitude 8. However, since they don't arrive until June 1917 this becomes "no encounter."

[10.3.2] AIRCRAFT ALTITUDE

The number on the chart next to the plane type is the altitude it is encountered at. Notice this may not necessarily be that aircraft's maximum altitude (which is printed on the counter). Place the aircraft counter on the Zeppelin's altitude track at the altitude it arrives at.

[10.3.3] AIRCRAFT FROM ABOVE

If the plane arrives above the current altitude of the Zeppelin, it attacks first twice on chart [E3]. If the Zeppelin survives and has machineguns, it may return fire using the procedure in (10.3.7).

[10.3.4] AIRCRAFT AT THE SAME ALTITUDE

If the aircraft arrives at the same altitude as the Zeppelin, the Zeppelin shoots first then the aircraft, if not driven off, returns fire up to two times—unless the Zeppelin has damaged it, in which case it only fires once.

[10.3.5] AIRCRAFT BELOW THE ZEPPELIN

If the aircraft arrives below the Zeppelin, there is no combat this turn. However, the aircraft climbs one box of altitude—but not above its maximum altitude—and chases the Zeppelin. Aircraft may chase a Zeppelin twice. Notice the Zeppelin may possibly completely evade the aircraft by climbing at the start of the next turn, then again the turn after. An aircraft must start a turn at the same altitude as the Zeppelin in order to attack. Therefore, if an aircraft chases a Zeppelin, climbs an altitude level and catches the Zeppelin (*which for whatever reason did not climb the previous turn*), it will attack after the Zeppelin fires its machineguns, if any.

[10.3.6] ATTACK LIMITS

Aircraft may attack for a maximum of two turns, at which point it is assumed to be out of ammo and/or at the limits of its endurance. A "Gun Jam" result on the aircraft also ends the encounter.

[10.3.7] ZEPPELIN DEFENSIVE MACHINEGUN FIRE

Zeppelins may fire their machineguns defensively as listed above. A 1d6 roll of "6" means the fighter has been damaged and can only fire once, then is driven off. Zeppelins with 8 or more machineguns hit on a 1d6 "5" for a damage and a "6" to shoot down the enemy plane. Obviously, if the Zeppelin is lucky enough to fire first and also shoots down the aircraft, there is no return fire.

[11.0] ZEPPELIN DAMAGE & CREW INJURIES

[11.1] ZEPPELIN DAMAGE

Zeppelins will receive nonlethal damage during the course of operations that may possibly be repaired while in the air. Additionally, damage has combat effects as listed on chart [B6]. Further explanations of the effects are listed below. Gas cell repair is discussed in the Gas Cell rules (7.2). Some systems (Gondolas, Rudders, Horizontal Stabilizers, Ballast, Fuel Tanks) are not repairable in flight and require no rolls.

[11.1.1] MULTIPLE DAMAGE RESULTS

If the chart calls for damage to a system that is already damaged (or is not present) treat as "no effect." Crew injuries are an exception, inasmuch a wounded crewman or generic crew may be wounded again. Gondolas can also receive multiple hits, as can horizontal and vertical stabilizers.

[11.1.2] REPAIRS

At the end of each turn, the Zeppelin crew under the direction of the F.I. (Engineer) can attempt to repair any damage received. Remove all "Leaking" markers from repaired gas cells. Flip all "DAMAGE" markers to their "INOP" sides for any item that failed the repair roll. If the F.I. is "Experte" all rolls are made at "-1". If the F.I. is dead or seriously wounded, all repair rolls are made at "+1" instead.

[11.1.3] BALLAST

If your airship takes a ballast hit, you lose that box of ballast and gain 1 box of lift. (*It is as if you had dumped it yourself on purpose.*) You don't roll repair for ballast as there is nothing to repair.

[11.1.4] ENGINES

Airship engines in World War I were notoriously unreliable.

If, through enemy fire or by breakdown, an airship loses equal to or more than half its starting engines, it may not advance against the wind. If all engines are out, the Zeppelin drifts with the wind, one box per turn, until repaired or it drifts off the map and is lost. It is possible you may drift back over Germany, in which case you vent gas and land.

Roll once to fix each engine at the end of each turn:

1-2 = Fixed

3-4 = Still inoperative

5-6 = Non-repairable this flight

[11.1.5] GONDOLAS

Gondola damage is non-repairable in the air. There is no effect other than possible crew wounds. Roll on the Gondola Crew Injury table [B4] for each Gondola hit taken.

[11.1.6] FUEL TANKS

If a fuel tank hit occurs, lose the currently marked box of fuel and move the current fuel marker to the next right-hand box. It is possible for multiple fuel tank hits to occur: each time, a different box is emptied. It is possible this will cause an altitude change. They are not repaired in flight.

[11.1.7] WIRELESS

The wireless is necessary for sending in scouting reports, assists in rescue, and assists in navigation. It may be repaired with a 1d6 roll per the chart below:

1 = Repaired

2-4 = Still inoperative

5-6 = Non-repairable this flight

[11.1.8] REPAIR ATTEMPT LIMIT

You may only attempt to repair 1 system per turn for each non-seriously wounded, non-KIA generic crew marker that is onboard.

For example, out of your three generic crew, if one had a "Serious Wound" marker on it, you could only attempt 2 repairs per turn.

[11.2] CREW INJURY

Commentary: Zeppelin crews ran roughly 14-22 men, plus or minus based on the class of ship. For the game, 7 crewmen are tracked: 4 specialists and 3 "generic" crewmen (which represent several crew). Crew injury/wounds may occur from aircraft attacks and AA fire.



[11.2.1] INJURY SEVERITY

Three results may happen from crew injury: Light Wound (LW), Serious Wound (SW), and Killed in Action (KIA).

If SW or KIA, the crewman cannot perform duties, with the following results:

KOMMANDANT—The I. Offizier (Executive officer) must take over the ship. Scouting rolls are at +1. Additionally, if Seriously Wounded, he must stay in base for 1d6 months while he recuperates. If the Kommandant is killed, the game ends.

I. OFFIZIER—If seriously wounded or KIA, all bombing "to hit" rolls are at +1.

NAVIGATOR—If seriously wounded or KIA, all navigation rolls are at +1.

F.I.—If seriously wounded or KIA, all repair rolls are made at +1.

CREW—Only LW or unwounded crew may attempt repairs and it takes one crew to attempt a repair on a single system. If all

generic "crewman" boxes are SW or KIA, then Scouting rolls are made at +1. Unwounded crewmen receive wounds before second wounds are applied to previously wounded crew, and LW receive second wounds first before SW crewmen.

PASSENGER—If, by some extreme bad luck, you roll and have the Passenger seriously wounded or killed before you land, his mission is a failure and you will not get credit for a successful mission, despite anything else you may achieve on the mission. If a Passenger is not present, treat a 12 on the Crew Injury chart as "no effect."

Multiple wounds are treated per chart [B6]. However, an LW has no effect on a crew member who is already SW.

[11.2.2] HEALING INJURIES

Any crew or specialists who are SW or KIA are replaced and you lose any special benefits they might have had. If all "generic" crewman are replaced after a single mission via SW or KIA, the crew quality decreases by one level, to a minimum of "Trained." If the Captain is incapacitated, see (13.1). All LW markers are automatically removed after return to base from a mission.

[11.2.3] FROSTBITE

When operating in the "Very High" altitude band there is a possibility of frostbite. At the end of the turn that you achieve or exceed the Very High threshold, roll 1d6 for each generic and named crew. A result of "1-2" means the affected crew has frostbite. Frostbitten crew lose any special abilities they may have for the rest of the mission. Generic crew with frostbite conduct repairs at +1. You only have to check once per mission for frostbite. Upon return, any frostbitten crew must check for severity by rolling 1d6: 1-5 = heals; 6 = Serious Wound (treat like any other Serious Sound). Frostbite does count as a wound for the purposes of the Wound Badge (12.2.4.5).

[11.2.4] ALTITUDE SICKNESS

When operating in the "Very High" altitude band, all crew suffer automatically from the effects of altitude sickness. There are no markers to indicate this; if you are in the Very High Altitude band, everyone is affected. Altitude sickness means the generic crew operates at the "Trained" level regardless of their current rating. Furthermore, any repair rolls at Very High are attempted with a "+1" die roll modifier. Finally, any "experte" named crew lose that ability while affected.

All effects of altitude sickness are removed once the airship descends to at least the "High" altitude band.

[11.3] MISSION ABORT & CRASH LANDINGS

[11.3.1] ABORT

The Kommandant can always abort an airship's mission.

Play Note: This can be due to whatever reason he desires, although this is normally significant damage or a turn in the weather.

To abort, a Zeppelin simply turns around in the box it is in and starts moving back toward base.

[11.3.2] DESTRUCTION

In some cases a crew may be required to destroy their airship. This occurs if the airship is forced down over England, France, Norway, or Amsterdam. If landed or crash-landed in one of these areas, attempt to destroy your airship with a 2d6 roll (+1 to roll if Kommandant is SW or KIA):

2-10 = Successful—Crew captured/interned

11-12 = Destruction failed—Zeppelin captured

A Zeppelin that crash lands at sea does not need to roll for destruction, but the crew needs to roll for rescue. Roll for crew rescue (+2 to roll if Wireless is inoperative; +2 to roll if Lifeboats damaged/not present):

2-6 = Rescued

7-12 = Lost at sea

[11.3.3] CRASH LANDING

If, for whatever reason, a Zeppelin must lose an altitude box while at altitude level 1 but has no ballast to counteract this loss, it crashes. Roll for injury for each crew—both generic and named—with a +2 drm for severity. The Zeppelin is considered a total loss. Any surviving crew are returned to duty (if over Germany), drowned or rescued (if over a sea box), interned (if over Amsterdam, Norway, or Denmark) or taken prisoner (if over England or France, Italy, or Africa).

[11.3.4] CRASH LANDING DUE TO FUEL OR ENGINE LOSS

As an exception to (11.3.3), a player at his base box may obviously land normally from any altitude (including altitude 1) by simply venting gas until it gently settles down. If, however, he is out of fuel or all engines are inoperative, this will be a crash landing.

[12.0] CREW ADVANCEMENT, PROMOTION & AWARDS

[12.1] CREW ADVANCEMENT

The various crew members or overall crew may increase in skill during the course of the war. Additionally, the Kommandant may receive awards, badges and promotions. These rules cover this aspect of the game.

[12.1.1] SKILLS

For every 5 successful missions, choose to improve a specific crew member or the overall crew rating. A successful mission is defined as a mission where at least two bomb damage points occurred, or at least one ship was positively identified during reconnaissance. Place a marker on the crew position on the Zeppelin if they become expert. Skills may be marked off on the player's Log Sheet.

Crew Improvements

F.I. (<i>Fabringenieur; ie, Engineer</i>)	"Experte"—All repair rolls at -1. "Mechanical Genius"—Once per mission, may repair one inoperative or damaged engine without a die roll.
Navigator	"Experte"—All Navigation rolls at -1. "First Aid"—Once per mission, may turn SW into LW on a 1d6 roll of 1-2.
I. Offizier (<i>Executive Officer</i>)	"Experte"—All bombing "to hit" rolls at -1. "Aim"—First bomb dropped is always a hit.
Crew	Skill increases one level—Trained becomes Veteran or Veteran becomes Elite.

[12.1.2] OVERALL CREW LEVEL

The Zeppelin crew starts at a training level of "Trained." They operate normally. Veteran crews fire MGs at +1 effectiveness against aircraft. Veteran crews may increase to "Elite" crews. Elite crews fire MGs at +1 and also add -1 to scouting rolls. Crews may not advance above "Elite" status. However, if all generic crew markers receive SW or are KIA during a mission, the crew training level decreases one level (if currently higher than Trained).

[12.1.3] EXECUTIVE OFFICER TRANSFER

At the end of each mission, roll 1d6 if the I. Offizier is "Experte." A roll of 6 indicates he has been given his own Zeppelin and must be replaced with a new I. Offizier, who arrives with no skills.

[12.2] KOMMANDANT SKILLS & AWARDS

[12.2.1] EXPERIENCE POINTS AND SKILLS

As the player accumulates successful missions his Kommandant will also earn experience points.

The player must decide whether to accumulate experience points to "purchase" a more expensive (and possibly more useful) skill, or to spend them when he can.

For every 5 successful missions, the Kommandant receives an experience point. His possible skills+(cost) are:

Skill (cost)	Effect
Leadership (1)	-2 to all promotion die rolls.
Charisma (1)	Newly assigned named crew arrive as expert.
Intuition (3)	If Navigation roll was a success, you may pick your target on a 1d6 roll of 1-2 instead of rolling randomly for it. Notice it still may change due to a failure of the "on target" roll.
6th Sense (4)	When an aircraft Encounter occurs, you may drop 1 ballast and rise one altitude level if possible, before the aircraft is rolled for. You must have a ballast to do this. If this would cause you to cross an altitude band, you may also drop enough ballast to counteract the venting, if required. The net result, if you have sufficient ballast, is you can be one altitude higher before knowing the altitude or type of the incoming aircraft. This does not occur if the Zeppelin is already at its maximum altitude.

[12.2.2] TRACKING SKILLS

Players should mark off purchased skills on the Log Sheet.

[12.2.3] KOMMANDANT AND CREW ADVANCEMENT

Advancing the crew/named crew members and advancing the Kommandant are separate systems. At the end of each 5th successful mission, both systems trigger. When it happens, you get an experience point for the Kommandant and are able to advance one of the named crew members or the overall crew.

For example, at the end of your 5th successful mission, you could both make the Navigator an "experte" and also buy the "Leadership" skill for the Kommandant by spending his one experience point.

[12.2.4] AWARDS

The game includes a series of awards that were available to Zeppelin Kommandants in World War I. The awards have some game play impact in that they confer Prestige Points to a player, but are also included for historical interest.

[12.2.4.1] Pour le Mérite

Literally "For Merit," this highly coveted award was also known as "The Blue Max" due to its early possession by Max Immelmann, a German pilot.



This is awarded to any Zeppelin commander at the end of a mission in which his total bomb damage points dropped on

England totals 30 or, alternately, has completed 20 reconnaissance missions. The Pour Le Mérite gives a player a free Zeppelin Upgrade marker and 2 Prestige Points.

[12.2.4.2] Iron Cross 2nd Class

(*Eisernes Kreuz 2, or "E.K.2"*) This is awarded upon successful completion of any mission and confers 1 Prestige Point.



[12.2.4.3] Iron Cross 1st Class

(*or "E.K.1"*) This is awarded upon completion of the 5th successful mission and confers 2 Prestige Points.



[12.2.4.4] Zeppelin Combat Badge

This is awarded after one mission, successful or not (*and possibly posthumously*). It confers 1 Prestige Point.



Historical Note: *These were actually given out starting in 1920, but are included for historical interest and for Prestige. Players may feel free to place them "early."*

[12.2.4.5] Wound Badge

This award was given in 3 classes: Black, Silver, and Gold. To receive the Wound Badge in Black, the player must have been injured during combat. Keep track of a second wound by flipping the Wound Badge in Black to the "2" side. Upon receiving a third wound, the player is awarded the Wound Badge in Silver, placed on the "3" side. Track a 4th wound by flipping the Wound Badge in Silver counter to the "4" side. Finally, upon receiving a 5th wound, the player receives the Wound Badge in Gold. No further tracking is required at that point. Only the first award of a Wound Badge confers a Prestige Point.



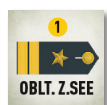
Historical Note: *Wound Badges were first awarded in March 1918 but were awarded retroactively to wounded personnel so players may feel free to place them "early" if they desire.*

[12.3] PROMOTION

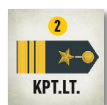
The Captain of the Zeppelin was the "Kommandant," however his rank varied. At higher ranks the Kommandants have more influence with the German Naval Airship Division, with various positive impacts on game play.

[12.3.1] KOMMANDANT RANKS

The ranks are:

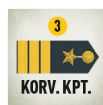


Oberleutnant zur See—The player's lowest possible starting rank. No special abilities.

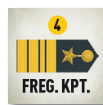


Kapitänleutnant—Allows the player to request a specific mission assignment on a 1d6 roll of a 1. If this occurs, the player may choose his next mission area from the currently active list on chart [P1].

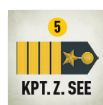
If his roll fails (is a 2-6), he simply rolls normally for a random mission assignment. Notice this is voluntary; the player is not required to try to pick a specific mission assignment. Gives the player a "Zeppelin Upgrade" marker.



Korvettenkapitän—Allows the player to request a specific mission assignment on a 1d6 roll of a 1-2, using the same procedure as above. Gives the player another "Zeppelin Upgrade" marker.



Fregattenkapitän—Allows the player to request a specific mission assignment on a 1d6 roll of 1-3. Also allows the player all other rank related abilities listed above, including another "Zeppelin Upgrade" marker.



Kapitän zur See—The highest rank available. If achieved, the player is sent to Headquarters and the game ends (*he has been "promoted out of the ship" as the saying goes*).

[12.3.2] PROMOTION MECHANICS

Each promotion attempt is made after the 12th month of service, and every 12 months after that.

For example, a player who started in 8/14 would first roll for promotion in 8/15, then again in 8/16, 8/17, and 8/18.

Failing a promotion roll simply means the player remains at his current rank and must wait till the next period for reconsideration.

Promotion to the next higher rank occurs on a successful 1d6 roll of 1-3, with the following modifiers:

- 2 per award of the Pour Le Mérite during the period.
- 1 per award of the Iron Cross 1st Class (E.K.1) during the period.
- 1 5 successful missions during the period.
- +2 each "Black Cigar" random event.

A player may have multiple + or - modifiers depending on how the year went.

For example, it's possible a player could have a +1 modifier based on having had a "Black Cigar" combined with 5 successful missions that year. Promotion in that case would be fairly unlikely.

[12.3.3] STARTING RANKS

Players start the game as either an Oberleutnant zur See, or as a Kapitänleutnant, per the chart below (roll 1d6):

Year	Oberleutnant	Kapitänleutnant
1914	–	1-6
1915	1	2-6
1916+	1-2	3-6

[12.3.4] RANK REQUIREMENTS FOR COMMAND

A player must have a rank of "Kapitänleutnant" or higher to be able to request an R Class, S Class or X Class for a Zeppelin upgrade (in addition to an upgrade marker and sufficient Prestige).

[12.3.5] PRESTIGE

Awards give a player Prestige Points as listed in the Awards rules (12.2.4). Also, each promotion confers 1 Prestige Point to the player. Each Prestige Point increases your Prestige level by 1. Starting the game at Kapitänleutnant does not mean you start with an extra Prestige Point. You are only awarded them when you are promoted or when you gain awards.

Your Prestige Points are never spent and do not "buy" anything per se—they merely "unlock" the ability to request the very most advanced Zeppelins as they come available and possibly assist with new replacement crew. Your Prestige Points simply accumulate as a metric of your fame.

Track your current Prestige Level on your Log Sheet. All players begin with a Prestige Level of 1 unless starting the game early in 1914. Prestige level requirements for command:

Class	Prerequisite
M Class	none
P Class	1 Prestige
Q Class	2 Prestige
R Class	3 Prestige
S Class	4 Prestige
V Class	5 Prestige
W Class	5 Prestige + roll of "12" on the assignment chart in 1917 (the "Afrikaschiff"). If you do not have 5 Prestige when you roll 12, this assignment becomes "Bomb-London" instead.
X Class	6 Prestige

The intention of this rule is to simply reflect the realities that the German High Command would not entrust their latest, largest, and most technically advanced airships to someone who hadn't already proven themselves. Therefore, to request command of an S Class Zeppelin, for example, you'd need to have both (at least) a Prestige Level of 4 and a Zeppelin upgrade marker.

Prestige Effects on Crew Replacement—When crewmen are lost on a mission due to SW or KIA, it is possible a replacement named crewman (Navigator, I. Offizier, F.I.) may arrive already as an "experte." Roll 1d10 on the following table:

Prestige	Effect
0-3	No roll: replacement is standard quality
4	on a roll of 1, replacement is "Experte"
5	on a roll of 1-2, replacement is "Experte"
6+	on a roll of 1-3, replacement is "Experte"

[13.0] REASSIGNMENT TO A NEWER AIRSHIP

A player may be reassigned to a newer model Zeppelin under certain circumstances.

[13.1] TRANSFER DUE TO SERIOUS WOUND

If seriously wounded, the player spends 1d6 months in the hospital. Upon release, he is automatically given a new ship, a new crew which starts at "Trained" status, and no special abilities for the other crew members. He is given the latest type of airship currently available at that time for which he has sufficient Prestige to command, at a random base. His first flight is 1 mission after release from the hospital. (*After release, you lose one sortie while you are reassigned, meet your new crew, etc.*) He does not have to expend an upgrade marker for this even if his new Zeppelin is more advanced than his last one.

[13.2] TRANSFER DUE TO CRASH

If his current Zeppelin crash lands (and, by some miracle, the Kommandant is not killed) the player automatically receives a new Zeppelin of the latest type available that he is eligible to command. In this case he gets to keep the same crew (assuming they survived) with all abilities they may have. Again, he does not have to expend an upgrade marker for this, even if his new Zeppelin is more advanced than his last one.

[13.3] TRANSFER DUE TO UPGRADE MARKER

At the end of the mission which a player receives a promotion, he may request a newer model airship at his option, if a newer type is available, by expending a Zeppelin Upgrade marker. He can receive the airship class of his choice. At the end of a mission in which a player receives the Pour Le Mérite, he may also request a newer model airship. In such cases, the Kommandant gets to retain his previous crew, loses a mission in time, then goes out on a mission in his new airship. The player begins the game with a Zeppelin Upgrade marker. He may save any/all of these upgrade markers up for a later month if he wishes (*for example, a newer model of airship that is desired may not yet be available*).

[13.4] BASE CHANGE

The player may also change his basing to a different base each time he receives a new Zeppelin. He would lose 1 sortie while transferring.

[14.0] THE AFRIKASCHIFF

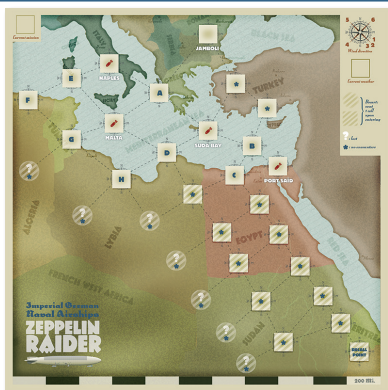
[14.1] TRANSFER TO THE AFRIKASCHIFF

Unbelievable as it may seem, the Germans actually sent a Zeppelin down to Africa in an attempt to resupply the beleaguered German forces in East Africa. L57, the first “Afrikaschiff,” was a W-class: a specially-lengthened V class. It was supposed to be a “one-way trip.” However, it was destroyed in an accident during a storm before it could be sent on its mission. A second ship was lengthened to replace it, the L59.

To have a chance at command of the L59 Zeppelin, a player must roll a “12” on the 1917 Mission Assignment chart [A1] at some point. If that occurs, the player is given command of the L59 if he has sufficient Prestige (Prestige level of 5). Upon taking command, lose one month while outfitting and transfer to the base at Jamboli, Bulgaria.

[14.2] FIRST MISSION

The first mission with the L59 is not rolled for randomly. You are attempting to resupply East Africa. This mission, and any subsequent missions in the Mediterranean, occur on the Africa map, based in Jamboli. To count as a successful mission, you must reach the recall point near Khartoum. Here you turn around and return, having received a radio transmission to abort. You will be loaded with supplies (no bombs). You do not actually land or transfer supplies.



Historical Note: *The L59 arrived too late to help General Paul von Lettow-Vorbeck's forces in East Africa by about a month, hence the recall transmission.*

After the first mission, all subsequent missions for the L59 take place in the Mediterranean, as happened historically, with bombs instead of supplies. Check for mission assignments for bombing runs on Port Said, Naples, Suda Bay, and Malta.

[14.3] AFRICA SPECIAL RULES

[14.3.1] WEATHER

The weather for the Africa/Mediterranean map is always rolled on the “Fall” column for both starting weather and for possible weather changes.

[14.3.2] DESERT TRAVEL BOX EFFECTS

Travel into a desert box removes any weather weight penalties. However, each desert box entered requires the venting of a gas cell (*due to the extreme hot/cold temperature swings*).

[14.3.3] SUPPLIES AS BALLAST

You may find it necessary or desirable to dump the supplies carried. They act the same as bombs for this purpose: two supplies dumped = one point of lift.

[14.3.4] L57 VARIANT

If a player desires, he may conduct a “what-if” scenario by assuming the original Afrika-Schiff, the L57, was not destroyed by accident. In that case, he has a chance to actually resupply von Lettow-Vorbeck.

The player may take the L57 on the mission and, upon reaching the nominal “Recall Point,” he then is assumed to fly 5 more boxes south (and must vent 5 more cells due to entering desert boxes). If still in the air, he lands and conducts resupply.

Unfortunately, at that point his ship is cannibalized for materials for von Lettow-Vorbeck and the game ends. There wouldn't be any way to refill the hydrogen gas cells, regardless.

[15.0] MULTIPLAYER & TOURNAMENT RULES

[15.1] TWO PLAYER GAME

Both players should start with the same Zeppelin in the same month (*for example, both could start at 1/1916 with Q Class Zeppelins*) and continue until both are destroyed or until reaching a pre-agreed upon ending date. The player with the most bomb damage points wins. The players alternate missions, with one player running his Zeppelin and the other player rolling for the British: attacks, damage, and also air attacks.

[15.2] TOP DAMAGE TOURNAMENTS

All players start at an agreed upon date, with the same type Zeppelin, and run missions until killed or until an agreed-upon end date. The player with the most bomb damage points wins (dead or alive).

[15.3] SURVIVAL TOURNAMENTS

This uses the same format as the top damage tournaments, except the player is required to survive to the agreed-upon end date.

[16.0] OPTIONAL RULES

[16.1] VARIABLE ANTI-AIRCRAFT QUALITY

Even early in the war there were significant differences in the quality of the AA gunners—for example, one area of London was known for having quite accurate AA and was avoided if possible. Additionally, there were significant differences in the types of AA guns fired. To represent this, players may use this rule if they wish.

Before any AA fires on a Zeppelin (ship or ground based), check for AA quality by rolling 1d6:

Year	Result			
1914-15	1 = Green	2-5 = Trained	6 = Veteran	
1916-18	1 = Green	2-4 = Trained	5 = Veteran	6 = Elite

Green AA get a -1 drm when firing.

Trained AA uses the charts normally.

Veteran AA gets a +1 drm when firing.

Elite AA gets a +2 drm when firing.

[16.2] VARIABLE PILOT QUALITY

Not all pilots hunting the Zeppelins were of equal skill; some were exceptionally deadly against them.

When an aircraft encounter occurs with one of the aircraft listed below, roll 1d6. On a roll of “1” you get a “Zeppelin Killer” pilot instead of a regular pilot to fight against. Roll 1d6 again to see which pilot is encountered:



B.E.2c

- 1 William Leeffe Robinson
- 2 Egbert Cadbury
- 3 Wulstan Tempest
- 4 Frederick Sowrey
- 5 Alfred Brandon
- 6 Ian Pyott



Curtiss H12

- 1-3 Robert Leckie
- 4-6 Basil Deacon Hobbs



DH.4

- 1-6 Egbert Cadbury and Robert Leckie



F.2a

- 1-6 Thomas Cooper Pattinson



Sopwith Pup

- 1-6 Bernard Smart



Sopwith Camel

- 1-6 Stuart Culley

All the above “Zeppelin Killer” pilots get an extra “+2” die roll modifier when firing at a Zeppelin on chart [E3].

[16.3] GERMAN NAME GENERATOR

Players may wish to use chart [N1] to generate a name for their Kommandant.

[16.4] ZEPPELIN NUMBER CHART

Players may wish to start at a different time than either the normal May 1915 game start or the optional August 1914. If so, chart [Z1] offers a historical Zeppelin number to use with that career. Notice that starting later may require the player to “waive” the Prestige Point requirements in order to fly the currently available Zeppelins.

[16.5] HISTORICAL KOMMANDANT CARDS

Eight Kommandant cards have been included (*see sample below*); their use is optional. These cards contain historical data about the kommandant plus a game ability. Players may wish to use them and try to “recreate” the given historical career and hopefully surpass it. Players should consider the game a loss if they do not at least win the Pour le Mérite while playing an historical Kommandant.

Name & Dates of Birth/Death

Highest Award

Zeppelins Commanded

Starting Info and Game Abilities

DESIGNER'S NOTES

Making *Zeppelin Raider* was Paul O'Grady's idea (Captain, Royal Australian Navy) when he thought "*The Hunters*" system would apply quite well. Well, easier said than done. As one might guess, there are some significant differences when attempting to encompass the dynamics of lighter-than-air combat. The German airships in World War One were actually technological marvels for the time period. After some research, it became obvious that the heart of the game had to be centered on lift and ballast. However, in order to "make it work" some abstraction would be required, and I feel we've achieved this so that the game is not an overly tedious exercise in mathematics and precise calculations of lift and weight.

The second major decision was to limit the game to the Imperial German Naval operations in the North Sea and England, and to also limit the game to the major Zeppelin types. Other airships existed—Schütte-Lanz, Parseval, and Gross-Basenach—not to mention there were numerous ships working for the German Army. However, in an already complicated game, I felt expanding it to cover all airships of all types and all branches would be overly ambitious, to say the least. I would rather see a tighter, playable system covering the Naval Zeppelins (which did the lion's share of operations) rather than an unwieldy monster that had everything, but nobody played.

Despite having said that, I absolutely could not resist including the incredible operation to resupply German forces in Africa. L-59's heroic effort resulted in the need for a second map and a decent amount of rules, but I felt just from a historical standpoint alone it was worth including.

Up Ship! - Gregory M. Smith

SELECTED BIBLIOGRAPHY

Robinson, Douglas H. "The Zeppelin in Combat." Schiffer Publishing Ltd, 1994.

What an amazing resource. This book is a must read for anyone remotely interested in airships. It is literally "the Bible" for the Naval Zeppelin effort, from ship lists, design, to an exhaustive operational history. I cannot recommend it highly enough.

Robinson, Douglas H. "Giants in the Sky: A History of the Rigid Airship." University of Washington Press, 1973.

If you can't get "The Zeppelin in Combat" this would be a good second choice....much of the book is the same. (*And if you do have "The Zeppelin in Combat" this book is superfluous.*)

Lehmann, Ernst A. "Zeppelin: The Story of Lighter-than-Air Craft." Fonthill Media Ltd, 1937/2015.

Lehmann commanded the Hindenburg Zeppelin during its disaster, but also commanded Zeppelins during the First World War. A solid personal account from somebody who was there. He finished the book shortly before his death in 1937.

Cross, Wilbur. "Zeppelins of World War I." Barnes & Noble, 1991.

Not as scholarly in its approach as Robinson's works, but a decent work with anecdotes and firsthand accounts.

GAME CREDITS

GAME DESIGN — GREGORY M. SMITH

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PACKAGE DESIGN — OLIVIER REVENU AND BRIEN MILLER

PROJECT DIRECTOR — JOHN KRANZ

RULES LAYOUT — CHAD JENSEN

ORIGINAL GAME CONCEPT — PAUL O'GRADY, CAPTAIN, ROYAL AUSTRALIAN NAVY, BASED ON *THE HUNTERS* DESIGN

PRODUCED BY — BILL THOMAS FOR COMPASS GAMES, LLC

Countersheet – front

ZEPPELIN RAIDER: Imperial German Naval Airships

Countersheet 1 of 1 Front

Counter Art by Oliver Reuter

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WIND DIRECTION CURRENT ALTITUDE

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Countersheet – back

ZEPPELIN RAIDER: Imperial German Naval Airships

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DD x 6 CA BB MERCHANT CL ML SS DD -1 NAV -1 REPAIR

CA DD x 6 CL DD x 4 THE GRAND FLEET DD x 4 MERCHANTS x3 MINELAYERS x2 PRESTIGE -1 BOMBING

DD x 6 BB x 2 CA x 2 DD x 12 WEATHER AUGUST 1914 JANUARY 1916 WEATHER WEATHER

FK PETER STRASSER JUNE 1916 MAY 1915 WEATHER WEATHER

JULY 1918 FEBRUARY 1917 WEATHER WEATHER

PRESTIGE -1 BOMBING -1 NAV -1 REPAIR KAPITAN ZUR SEE FREGATTEN-KAPITAN KORVETTEN-KAPITAN KAPITAN-LEUTNANT OBERLEUTNANT ZUR SEE

WOUND BADGE 5 WOUND BADGE 4 WOUND BADGE 3 WOUND BADGE 2 WOUND BADGE 1 COMBAT BADGE E.K.1 E.K.2 POUR LE MERITE

1917 SEPTEMBER 1917 1917 SEPTEMBER 1917 JULY 1918 FEBRUARY 1917 JUNE 1916 MAY 1915 AUGUST 1914 JANUARY 1916

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