

Postal version costs \$3 per issue in North America, £2 per issue in the rest of the world. North American subs should be sent to David Partridge, 15 Woodland Drive, Brookline, NH 03033, USA. Email: [rebhuhn@rocketmail.com](mailto:rebhuhn@rocketmail.com) Rest of World subs should be sent to Stephen Agar (currently in transit to a new address, update in Winter issue)

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Diplomacy World is available free on the Internet, as a web zine or as a downloadable ebook. Go to <http://www.diplomacyworld.org> or to Yahoo Group diplomacyworld to see web version.

Contributions for the next issue (articles, convention reports, art, cartoons, jokes, or anything else related to the game of Diplomacy, should be sent to Jim Burgess, [burgess@theworld.org](mailto:burgess@theworld.org) or Tim Haffey, [diplomacyworld@aol.com](mailto:diplomacyworld@aol.com) by December 1, 2005.

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## Comments

by Tim Haffey

Well, things are much better these days as far as I am concerned personally. But, I wish I could say the same for Diplomacy World. I received nothing in the way of article submissions or reports except results of the WDC in Washington, DC by Edi. I was hoping someone would send in articles or reports on this event but they did not. Perhaps the writing talent of former Dip players is not reflected in the current generation. In fact, from some emails I have received, some of them don't even know how to write well enough to write an article.

In view of this, and the fact that I don't even have any idea how many people read DW, I am wondering if I am wasting my time. Perhaps I should concentrate on my own Zine, WHO DO YOU TRUST? And resign from this fruitless enterprise. David Partridge reports he only has one or two postal subscribers he mails DW to. The whole purpose for the existence of DW was to provide a showcase for the hobby members to share ideas on tactics, strategies, tournaments, rules, scoring systems, and all the other items that make up the hobby. But, it seems that need is no longer needed what with the internet providing Diplomacy Web Sites all over the place for anything and everything concerning Diplomacy.

Perhaps the time has come to fact the fact that a zine like Diplomacy World is no longer needed and I should spend my time and effort on other things, like cataloging the Archives. I would be interested in hearing from anyone who has an opinion on this matter, but I have pretty well made up my mind. This may very well be my last issue unless something dramatic happens to change my mind.

I have not discussed this with Jim, David, Stephen, or anyone else for that matter, but I welcome their comments on this matter. If I get any, I most certainly will issue a Winter Issue just to post them to whoever would want to see them. So, opine guys, if you like.

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## Comments

by Jim Burgess

First off, let me publicly thank you for sticking to the schedule for Diplomacy World, far better than I would be able to do, and pushing me along to keep things moving (even if I still fall down on the job more than I should – there isn't another Interview in this issue, though there is another article that I talked up). And I'm glad you're feeling better and that the Shingles have abated. I've heard it told just as you have by others who've had it.

I see no point in pointing fingers, or judging writing talent or aptitude, I've been part of this for awhile and I intend to see it through at least to Issue #100 and I hope for longer. So let me say that right up front, that DW is not going to fold. Unfortunately, people are busy and they don't tend to put writing up very high on their priority list. People have to be cajoled and asked to write articles. That's just the way it is. I don't expect you to do that Tim, partly because you don't know many of the people to ask and partly because it isn't your style. Nonetheless, you continuing to do what you do keeps me asking people to write things, at least once in awhile.

Finally, people DO read this. The E-Mail list for DW is FREE, if I had a choice between free and paying, I would also get this for free, and so do THREE HUNDRED AND THIRTY other people. So a very large number of people are reading DW, perhaps more than ever have been reading it in its history. Yet, you are correct to say that feedback and comments are very light. This taking stuff for granted is all too common, can I ask the readers to send Tim an E-Mail, just a one liner saying "Thanks, I read the issues" would be great, just so he can see that people ARE reading this? Thanks.

**Upcoming Tournaments for 2005**

**Dragonflight**

Oct 7-9, 2005, Seattle, WA - Double Tree Hotel

GM: Buz Eddy

Contact Buz for details at [BuzEddy@aol.com](mailto:BuzEddy@aol.com)

**The Whipping (see Ye Old Mailbag below)**

Oct 29-30, 2005, Oakland, CA

GM: Adam Silverman ([agman@stanford.edu](mailto:agman@stanford.edu))

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***YE OLD MAILBAG***

Bay Area Diplomacy Association (B.A.D.Ass.) Whipping Diplomacy Tournament

Oct 29-30, 2005 at Endgame in Oakland. (13<sup>th</sup> and Clay)

Three rounds of Diplomacy plus social gaming:

Saturday 10am and 5pm

Sunday 10am, awards ceremony at 4pm

Players of all experience levels welcome! Registration is \$15, only \$5 for students.

Dozens of prizes and sur'prizes to be awarded including:

Top 7

Best country awards

Best stab

Whipping post

Whiplash

Raider

...and many more

Diplomacy (Hasbro) is played on a map of Europe in 1900. Each player takes control of a great power (Austria, England, France, Germany, Italy, Russia, and Turkey) and works toward control of Europe. The game involves periods of negotiation between players and ordering units. Strategy, negotiation, and tactics are central to the game; there is no dice rolling and no luck involved.

For more information or to pre-register, contact [adam.silverman@gmail.com](mailto:adam.silverman@gmail.com)

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From Paradox on the new Diplomacy PC game

Psst - Diplomacy is getting closer to release and Paradox Interactive has just released some screens that will give you a good indication of the final version! The screens are taken from a Diplomacy session and can be downloaded from:

[ftp://press:parapress@svea.valkyrienet.com/Diplomacyscreens\\_final.zip](ftp://press:parapress@svea.valkyrienet.com/Diplomacyscreens_final.zip)

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Please feel free to use the whole session or parts of it. To find out more about Diplomacy, please visit [www.diplomacy-pcgame.com](http://www.diplomacy-pcgame.com) or contact Paradox Interactive at [pr@paradoxplaza.com](mailto:pr@paradoxplaza.com)

~ Strategy is our game ~

Paradox Interactive  
Hitech Building 921  
SE-101 52 Stockholm  
Phone: +46 (0)8 566 148 00  
Fax: +46 (0)8 566 148 19  
<http://www.paradoxplaza.com>

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+"Gold Star" goes to Don Del Grande for finding the old PacificCon game logo box and donating two sets and supporting papers, boxes etc. to the B.A.D. Ass. game closet.

Actually, the "two sets" (weren't there three?) had the plastic pieces (stars and anchors), and there were no conference maps (although I did include about 100 paper copies of the Deluxe Dip conference maps) and only one copy of the (1982) rules. (I thought it was strange that almost nobody at World Dip Con used a conference map. Is it just something that isn't done any more?)

One additional note: the stuff included a plastic index card holder with the unofficial Pacificon Diplomacy logo - a color capture of Maggie from "The Simpsons" holding a pencil as if she's about to stab somebody (it's an actual scene from the second season episode "Itchy & Scratchy & Marge", just before Marge realizes that the cartoons Bart and Lisa are watching are violent). - Don

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## News and Tidbits of Information around the Hobby.

Boardman Number Custodian is Tom Howell.  
Miller Number Custodian is also Tom Howell. His address is  
365 Storm King Road, Port Angeles, WA 98363.

US Orphan Game Custodian Michael Lowrey, [mlowrey@infionline.net](mailto:mlowrey@infionline.net) is the US Orphan Game Custodian. If your postal Diplomacy or variant game is delayed by a GM who has not provided results in months, contact Michael, and he will try to resolve the problem by checking with the GM, and if necessary placing the game with another GM. If you are not on the web, send me your message and I will forward it to Michael. Diplomacy World, 810 53<sup>rd</sup> Ave., Oakland, CA. 94601

Fred Davis' backup of the former North American Variant Bank is still in existence. While the original NAVB and the UKVB were merged some years ago under the aegis of Stephen Agar, he still maintains a file of about 200 Dip variants, including all of his own designs, and that a catalog of what he has on file is available. He feels that some people would not want to write to England for copies of variants, so they can obtain them from him. Or, at least, look at his Catalog to see what he has in stock. Copies of this Catalog are available for \$1.00. Send request to Fred Davis, Jr., 3210 Wheaton Way, Apt. K, Ellicott City, MD, 21043-4254.

North American Dipcon society website is now up and ready for use. The website is dipconsocietyna.org. The idea behind this was to provide a location where the DipCon Society meetings could have a written record of what went on at the last meeting for reference for the next meeting, given that they are 12 or more months apart. The last meeting was a mess because nobody wrote anything down and I can't get anyone to agree on what was voted on. Anyway, check the site and let me know what you think.

\*\*\*\*\*

## **World DipCon XV**

**July 29-31, 2005**

Washington, DC

Congratulations to World Diplomacy Champion - Frank Johansen!!!

1	<b>Frank Johansen</b>	<b>290.5</b>
2	<b>Tom Kobrin</b>	<b>230</b>
3	<b>Edi Birsan</b>	<b>189.5</b>
4	<b>Mark Zoffel</b>	<b>180</b>
5	<b>JT Fest</b>	<b>175</b>
6	<b>Daniel Lester</b>	<b>171</b>
7	<b>Adam Silverman</b>	<b>157.75</b>
8	<b>Andrew Neumann</b>	<b>154</b>
9	<b>Doug Moore</b>	<b>150</b>
10	<b>Simen Jorgensen</b>	<b>149</b>
	<b>Mike McMillie</b>	<b>149</b>
	<b>Eric Mead</b>	<b>149</b>
13	<b>Riaz Virani</b>	<b>148.67</b>
14	<b>Jim O'Kelley</b>	<b>148.67</b>
15	<b>Jake Mannix</b>	<b>148.50</b>
16	<b>Rick Desper</b>	<b>148.33</b>
17	<b>Edward Prem</b>	<b>145.33</b>
18	<b>Brian Sheldon</b>	<b>135.5</b>
19	<b>Matt Shields</b>	<b>133.83</b>
20	<b>Doug Scott</b>	<b>130</b>
21	<b>Don Woodring</b>	<b>128.33</b>
22	<b>Mike Hall</b>	<b>124</b>
23	<b>Joe Wheeler</b>	<b>123.75</b>
24	<b>Nathan Barnes</b>	<b>123.25</b>
25	<b>Brian Ecton</b>	<b>121</b>
	<b>Lionel Levine</b>	<b>121</b>
27	<b>Adam Sigal</b>	<b>109</b>
28	<b>Steve Cooley</b>	<b>101.67</b>
29	<b>David Maletsky</b>	<b>100</b>
30	<b>Graham Woodring</b>	<b>99.33</b>
31	<b>Ben Teixeira</b>	<b>99</b>
32	<b>Bob Holt</b>	<b>97.33</b>
33	<b>David Hood</b>	<b>97</b>
34	<b>Gregg Harry</b>	<b>91.5</b>
	<b>Chris Campbell</b>	<b>91.5</b>
36	<b>Steve Mauris</b>	<b>86.75 0</b>

37	<b>Kyle Kalember</b>	<b>86.25</b>
38	<b>Chris Martin</b>	<b>85.25</b>
39	<b>Bruce Ray</b>	<b>82</b>
40	<b>Lori Fleming</b>	<b>79</b>
41	<b>Mike Barno</b>	<b>71.5</b>
42	<b>Eric Hunter</b>	<b>66.25</b>
43	<b>David Norman</b>	<b>51</b>
	<b>John Saul</b>	<b>51</b>
	<b>Carl Wilner</b>	<b>51</b>
46	<b>Mark Franceschini</b>	<b>50</b>
	<b>Joseph Henry</b>	<b>50</b>
	<b>Jeff Ladd</b>	<b>50</b>
	<b>Al Ugaz</b>	<b>50</b>
50	<b>Luke Dwyer</b>	<b>49</b>
51	<b>James Yargley</b>	<b>48.33</b>
52	<b>Adam Bushashia</b>	<b>48</b>
53	<b>Carl Ellis</b>	<b>47</b>
	<b>Ike Porter</b>	<b>47</b>
55	<b>Jesse Johnson</b>	<b>42.25</b>
56	<b>Andy Bartalone</b>	<b>37.5</b>
	<b>Brian Lee</b>	<b>37.5</b>
58	<b>Christian Pedone</b>	<b>37.25</b>
59	<b>Lisa Foster</b>	<b>36.5</b>
60	<b>Lane Cross</b>	<b>36.25</b>
61	<b>Peter Ross</b>	<b>32</b>
62	<b>Michael Piacsek</b>	<b>30</b>
63	<b>Harry Frazier</b>	<b>14</b>
64	<b>Todd Grinda</b>	<b>16</b>
65	<b>Eric Silverman</b>	<b>5</b>
66	<b>Doug Brown</b>	<b>4</b>
	<b>Kimberly Colman</b>	<b>4</b>
	<b>Corey Mason</b>	<b>4</b>
	<b>Josh Oboler</b>	<b>4</b>
	<b>Dominic Crapuchettes</b>	<b>4</b>
71	<b>Rod Spade</b>	<b>3</b>
	<b>Roelof van der Laan</b>	<b>3</b>
73	<b>Tony Vila</b>	<b>3</b>
74	<b>Tim Miller</b>	<b>1</b>
75	<b>Claudio Campuzano</b>	<b>0</b>
	<b>Sean Colman</b>	<b>0</b>
	<b>Don DelGrande</b>	<b>0</b>
	<b>Buz Eddy</b>	<b>0</b>
	<b>Bill Hackenbracht</b>	<b>0</b>
	<b>Derek Harmon</b>	<b>0</b>
	<b>Martin Smith</b>	<b>0</b>
	<b>Blake Colman</b>	<b>0</b>
	<b>Wes Donehower</b>	<b>0</b>

**Golden Blade: Mark Zoffel**

**Kulander Award: David Maletsky**

**Eastern Swing Champion: Mike McMillie**

**Players' Choice: Dan Lester**  
**Director's Choice: Miss Callie Hood, Jon Saul**  
**Anti-Tweak: Kyle Kalember**  
**Welcome Back: Tim Miller**  
**Super Welcome Back (But Get A New Hobby): Brian Lee**  
**Kicked Marshall's Ass: Eric Hunter**  
**Representin': Luke Dwyer**  
 Dead Meat: Not awarded, too many eligible.

Team Tournament ■

**If Only We Were Playing On A Boat (Doug Scott, Jake Mannix, Lionel Levine, Mark Zoffel, Nathan Barnes, Andrew Neumann, Mike Hall)**

Best Country

Best Austria: Jake Mannix, 3-way draw, 17 centers  
 (Mistakenly awarded to Rick Desper at awards ceremony)  
 Best England: Tom Kobrin, Solo  
 Best France: Mark Zoffel, Solo  
 Best Germany: Adam Silverman, 2-way draw, 14 centers  
 Best Italy: Eric Mead, 3-way draw, 13 centers  
 Best Russia: Frank Johansen, Solo  
 Best Turkey: Doug Moore, 3-way draw, 17 centers

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## POSTAL ZINE SURVEY

Here is a survey of the existing postal zines I receive. If you know of a postal zine not listed, let me know. We are down to six or seven zines these days. But, they all seem to be doing well.

### Graustark

Current Issue - #768 <<<*That's right, over 40 years worth.*>>>  
 Dated - Aug 2005  
 Content - Cartoons, Political & social Commentary, games.  
 Published - 1 every 4<sup>th</sup> Saturday,  
 Game Fee (includes sub to zine) - \$35.00  
 3 games funning, 2004C, 2002A, 2002D  
 Number of Pages - usually about 14  
 Number of subscribers, trades, etc. - 65

### The Abyssinian Prince

Current Issue - #295  
 Dated - Sept 2005  
 Content - Runs the International Exchange, Hobby Awards, Commentary on movies, music, sports and just about everything. Hugh letter section.  
 Published - Once a month, more or less (*Supposed to be every three weeks*).  
 Sub Rate - \$1.50 per issue. game fees are \$20.. But includes the sub.  
 Games - 1999D, 1999K, 2001D, 2001F, 2003G, Plus a couple of variants.  
 Number of Pages - 42 (includes sub-zines)

Sub-Zine – Diversions by Rip Gooch - Appears to be for running a game of Railway Rivals.  
Sub-Zine – Hoi Polloi by Harold Reynolds. Ran a variant called Colonia VIIB game.  
Sub-Zine – Tinamou by David Partridge, runs Breaking Away, Diplomacy, Sopwith, and more!  
Sub-Zine – Octopus' Garden by Peter Sullivan, not running anything at the moment, but back!  
Sub-Zine – Houdini Blues by Michael Lowrey, runs Diplomacy.  
Number of subscribers, trades, etc. - 140

### Cheesecake

Current Issue - #259  
Dated - August 2005  
Content - Games and a little discussion on stamps and stuff.  
Published - Once a month, more or less.  
Sub rate - Does not say in the one I am reading.  
Games - 2005C, 2005D, 2003I, 2001H.  
Number of Pages - 4  
Number of subscribers, trades, etc. between 20-25

### off-the-shelf

Current Issue - Vol. XIII, No. 7  
Dated - August 2005  
Content - basically games and some commentary on various things.  
Published - Once a month, more or less.  
Sub rate - \$1.50 per issue  
Games - 2004A, 2001G, 1999I, plus a couple of variants.  
Number of Pages - 24  
Number of subscribers, trades, etc. - 40+  
Tom Howell, the publisher, is also the Custodian for Boardman Numbers and Miller Numbers.

### Northern Flame (A Canadian Zine)

Current Issue - Vol. 2, Number 104, I think.  
Dated - August 2005  
Content - basically a warehouse zine with some content on diplomacy related events.  
Published - Once a month, more or less.  
Sub rate - \$1.00  
Games - 1995CA, 1998T, 2004B, 2003C, 2001J, 1999G, also some gunboat games and a bourse game  
Number of Pages - 24  
Number of subscribers, trades, etc. - 30+

### BORIS THE SPIDER

Current Issue - Vol. VIII, #20  
Dated - August 2005  
Content - Games and little else.  
Published - First Friday of each month. (usually)  
Sub rate - \$11.50 for 12 issues.  
Games - Many different games. Amazing.  
Number of Pages - 20  
Number of subscribers, trades, etc. - 30+



## **WHO DO YOU TRUST?**

Current Issue - 11

Dated - September 2005

Content - Some commentary

Published - Once a month

Sub rate - \$3.00 per issue

Games - No games running, looking for sigh ups.

Number of Pages - 12

Number of subscribers, trades, etc. - 10

Sub-zine - The Articus Archives - Dedicated to the Dip zine archives.

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## **Reprint Section**

Articles taken from previous Diplomacy World issues. I thought I would rerun some articles concerning convoys, fleets, and Naval Power and such. The first article below was taken from DW issue 56, Fall 1989, starting on page 22.

### **Diplomacy Convoys: As Good As They Look?**

by Jeff Breidenstein

One of the more popular moves in Diplomacy is the convoy, which uses a fleet to transport an army across one or more sea/ocean spaces. The Convoy's main advantage is that the army can move more than one space in a season. Although it is a far-reaching move, there are a number of disadvantages associated with it. Keep in mind that this applies only to the regular Diplomacy convoy and not to the Piggy-Back Convoy (which is also known as the Abstraction Convoy) that is used in a number of Diplomacy variants.

In his book The Garner's Guide To Diplomacy (which he wrote for The Avalon Hill Game Company in 1978), Rod Walker has this to say about the convoy.

'The convoy is the most powerful move in DIPLOMACY. Even the threat of it is likely to send an enemy into fits. Depending on circumstances the convoyed attack's power is derived from one or more of four factors:

- (1) it provides rapid reinforcement,
- (2) it is flexible,
- (3) it may be unexpected, and
- (4) it is more secure.

He then goes on to describe each of these four factors in greater detail.

However, in his review of The Garner's Guide To Diplomacy in his magazine Diplomacy Digest (issue 15/16, 1980), Mark Berch has this to say about Rod's view of the convoy:

"Unfortunately, Rod's bias has gotten the better of him again. he considers it 'the most powerful move in Diplomacy; he certainly isn't going to tell you any of the drawbacks, is he? He won't, but I will:

1. The convoy ties up extra units. Even an unsupported convoy uses two pieces at the very least. A long convoy that fails is a grievous waste of resources. Even if it succeeds, movement to the front of the fleets is delayed. Thus, in 1972CR, Doug Beyerlein convoyed A Con-Spa, and as a result, at least two fleets never got to the front.
2. For multi-fleet convoys, the move previous to the convoyed move can be harmed. During the move in which the last fleets are positioned, the others will often be restricted in what they can do, for fear of stepping out of position.
3. Security can actually be less. A fleet that is convoying might be supporting another fleet instead.”

I happen to agree with Mark Berch: the convoy is not as powerful as it would seem. However, let us look at some examples of the convoy first:

#### EXAMPLE 1

England

A Edi - Nwy

F Nwg C A Edi - Nwy

This, of course, is the use of a convoy to move an army from one land area to another via the seas. The convoy is vital to both England (who cannot truly invade the continent without it) and Italy (who cannot obtain Tun without either a convoy or the garrisoning of a fleet there).

#### EXAMPLE 2

France

A Mar - Smy

F Lyo C A Mar - Smy

F Tyr C A Mar - Smy

F Ion C A Mar - Smy

F Emed C A Mar-Smy

France is at war with Russia, and has occupied Turkey. This is an example of using the convoy to move newly-built armies to the front. If the army moved overland (via Italy and Austria), this move would take 3-4 years (or more if actively opposed), as opposed to a single season with the convoy.

#### EXAMPLE 3

France

A Spa --> Bre

F Mid C A Spa --> Bre

Germany

F Eng --> Mid

A Bur —> Pic

In this example, Germany has tried to cover both bases. If French F Mid moves to Bre (the obvious move), then Ger F Eng takes Mid (and supports A Pic into Bre the next season). If French F Mid holds to keep Ger F Eng in place, then Ger A Bur —> Pic means that Bre will more than likely fall the next season. But, by using the convoy, an army is placed into Bre that otherwise would have to

have been built there, and the German moves fail to operate as planned.

As I see it, these are the only 3 situations where the use of a convoy is vital:

- 1) The “Continent-to-Continent” Convoy - Used to convoy armies to! from England to North Africa. This is the only way for armies to get there.
- 2) The “Distant-Front” Convoy - Used where the active front is distant from the homeland, and a convoy is necessary to bring these new armies up to the front more quickly than an overland route.
- 3) The “Protection” Convoy - Used to bring up an army quickly to defend a certain province where one cannot be built and otherwise none would be available in time.

However, there are other situations where a convoy can be useful:

- a) The “Accidental” Convoy - Used when your fleets are in just the right position for a convoy where one was not originally planned. If the enemy does not notice, great surprise can be achieved.
- b) The “Keep-Em-Guessing” Convoy - Used simply as a lark to keep the enemy (and possibly your allies, as well) from guessing your true intentions. If done often enough, opponents may come to expect a convoy, and you may be able to get around their defenses. However, overuse of this can cause you more trouble than you cause others.

#### RON VS. MARK

Both Rod Walker and Mark Berch make some interesting comments about the convoy. Let's take Rod's views first:

- (1) It Provides rapid reinforcement - No arguments here, as the army can (theoretically) move from one end of the board to the other in one season. But unless you can get your fleets into position this doesn't mean a thing.
- (2) It is flexible - Yes, but only to a degree. Since you must usually plan ahead in order to have fleets in position for a convoy, it is not something you can just go ahead and do. Under Flexibility, Rod says that ... “Convoys keep the enemy guessing. The fleet which can convoy an army to a space can itself attack the same space if it does not convoy. This ability to play three roles (attack or convoy or support) gives the fleet its great flexibility.” However, what Rod fails to tell you is that you can do only one of those things (or move, instead) at a time. This means that additional support is needed if you attempt a convoy in the face of the enemy. He also says ... “Another element of the flexibility inherent in the convoyed attack is the rapidity with which it can be developed.” In certain cases this is true, but it is very difficult to do so later in the game when there are more fleets roaming around the board.
- (3) It may be unexpected - True, but after being burned by unexpected convoys in past games I now usually keep an eye out for these. And if your opponents are keeping a watch for a convoy they have a tendency to either not work as well as planned or not work at all.
- (4) It is more secure - False. A fleet that is convoying cannot support, and this is the heart of the matter: A fleet can convoy OR support but NOT both. Each convoying fleet can not move that turn, and (if they are already in position) even be forced to remain where they are for fear of losing their position. Unless your fleets are in a position where the enemy cannot dislodge them, you stand a good chance of having your convoy disrupted.

Now, let's look at Mark Berch's views:

1. **The convoy ties up extra units** - True, and since each fleet involved can only convoy or hold until the move is completed, their impact on the board can be negligible until the convoy is completed.
2. **For multifleet convoys, the move previous to the convoied move can be harmed** - The awful specter of the convoy, in that after all your work setting up the necessary fleets one is dislodged by the enemy. Since any fleets involved in convoying cannot support each other, just 2 enemy fleets can disrupt the convoy (unless you have additional fleets supporting the convoying fleets, in which case the entire convoy becomes a logistical nightmare).
3. **Security can actually be less** - True. This not only refers to the fact that a fleet can only do one thing (move, convoy, or support) at a time, but that: a) the enemy may take advantage of the convoy to either dislodge your convoying fleet or move around it; or b) by moving or supporting the fleet instead of convoying you might achieve the same goal just as quickly, (or with an acceptable delay) and with less chance of something going wrong.

#### RIGHTS AND WRONGS OF CONVOYS

Too many people attempt to use a convoy at the wrong time for the wrong reason. There are several "never's" that should be kept in mind when you are attempting to convoy:

- 1) Never convoy if another equally good alternative is available (unless, of course, you believe in the "Keep-Em-Guessing" Convoy).
- 2) Never convoy if the enemy is in a position to disrupt the convoy by the dislodgement of one or more of your fleets (unless you feel that you either have surprise or that something else can be gained by doing it).
- 3) Never use more than one or (at most) two fleets in a convoy unless absolutely necessary.
- 4) Never keep trying season after season to get one or more fleets into position for a long convoy. Fleets that keep making the same unsuccessful move over and over tend to tip your hand, especially if any other of your other fleets in the area simply remains in position!

Avoiding these things can help in making a convoy succeed.

Alternatively (for the defense), keep an eye out for any possible convoy the enemy, especially if there are one or more of the following:

- 1) Any fleet adjacent to a coast, especially where a convoy to this area can be useful.
- 2) Two or more fleets together anywhere on the board, and especially when near or next to a coast.
- 3) A fleet next to an army where that army can be convoied without leaving the vacant space open to an immediate attack.
- 4) A fleet next to one of its' coastal home Build Centers (especially in Fall, setting up for a Spring convoy).

A multi-national convoy is always possible in a game, especially where one of the nations convoying is an “ally” setting you up for a stab.

There is little one can do about this except for keeping your eye open to treachery.

I hope that this article helps you to accurately weight the pros and cons of convoying, and hopefully you’ll never again fall prey to the “surprise” convoy!

<<<The following was added to the article by the editor of DW at the time.>>>

#### **CQCONVOYS: A HISTORICAL FOOTNOTE**

By Larry Peery

Convoys, without the element of surprise, have usually been tactical flops. Everyone knew D-Day was coming, the Germans most of all. And yet, because of the weather, Eisenhower achieved tactical surprise; and the rest was history.

The famous PQ convoys to Murnansk during World War II were tactical disasters; and yet their strategic importance was immeasurable. Some historians say that one convoy, even though it lost half its ships, kept Russia in the war; and the rest was history.

I remember, during the fall of 1962, watching the Marines move from Camp Pendleton to the Amphibious Base in Coronado and the Naval Station in San Diego, as they prepared to board their transports; and become a part of the American invasion fleet headed for Cuba. Who would have thought then that twenty-seven years later that same Marine division would be staging a landing demonstration for Soviet Defense Minister Dimitri Yazov? Fortunately, the rest wasn’t history.

For a picture of what the significance of convoys in World War III might be like, I suggest you read **RED STORM RISING** by Tom Clancy. The tactical success of convoys in support of Iceland and Norway, or the strategic importance of the convoys to supply NATO forces in Europe, will match the significance of any of the World War I or II convoys. And that will be history.

Many of these lessons from history apply to Diplomacy as well. Tactical surprise is a key ingredient in any successful convoy; otherwise they are too easily blocked. But a convoy, for the sake of convoying, is worthless. The successful convoy must have a larger strategic purpose. The mere threat of a convoy, or the potential to carry one out, may be enough to bring matters to a successful end.

Some convoys are almost SOP in a Diplomacy game: The Italians into Tunis, the British into Norway, or Belgium; etc., but creative convoys have fallen by the wayside. We still see an occasional French convoy into England, or a German end-run into Livonia to break a stalemate with the Russians; or somebody trying to sneak into Greece across the Ionian or Aegean. We may even see, rarely, a real attempt at a long-range convoy designed to upset the strategic balance of power in a major way. England into St. Petersburg, the Italians into Spain, the French into Tuscany, etc.

It is ironic, I suppose, that today the only Powers that really appreciate convoys are those that are not historically noted as great naval powers. Britain had to press into service commercial ships, including the QE II, for service in the Falkans. The US Navy’s escort fleet is a joke. But the Russians learned, in a little known operation on the Sea of Azov, the possibilities of a convoy. And a Russian never forgets. That is something we shouldn’t forget.

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<<<This article was take from Diplomacy World,  
Summer 1984, No issue # given. Starting on page 24.>>>

**FLEET-ING LOOK AT DIPLOMACY**, Interview with Fred L. Runciman  
by Bill Placek

(Mr. Runciman, now retired from our hobby, was the winner of the only high-stakes tournament Diplomacy game ever run: the 1963 Boca Raton Invitational. This event was an offshoot of the Backgammon World Championship held in Boca Raton in 1963; unfortunately, ticket sales were not up to expectations, and the backers lost over \$35,000. Mr. Runciman was also a six-time European Diplomacy Champion in the '60s, when that title was decided by a 14 match round-robin invitational tournament. He is now retired and living in Xocaloxca, Mexico, and is said to be a subscriber to numerous 'zines under a series of pseudonyms. Mr. Runciman recently granted a rare interview to Bill Placek, editor of SIDNEG ARCHIVES, and excerpts of that interview are reprinted below.)

**BP:** Freddy, in your opinion, what is the greatest difference between the players of today and those of the "golden age"?

**FR:** The pups of today just do not understand the proper strategic interrelation between the different types of units. Fleets. Fleets are the key to Diplomacy. This fact was common knowledge among the best players of my time. Now, it seems, the basics, — I mean THE BASICS -- of the game, as dictated by the map, are deep mysteries, even to the so-called "best" players.

**BP:** Could you elaborate a bit for our readers? Most of them have never had the opportunity to sit at the feet of one of the game's masters and have the salient points explained to them.

**FR:** Look, almost every schoolboy knows that the surface of the Earth is mostly water, and that virtually every dominant culture has developed in a country with a coastline. Yet the Diplomacy players of today ignore the implications of these facts. They usually build only enough fleets to get by, preferring instead to create superfluous armies. Fleets, I tell you, are the key to developing an overwhelming strategic advantage in the game of Diplomacy. Fleets and more fleets

**BP:** You're referring, of course, to the Manheim—Runciman theory, which attempts to explain most of recorded history in terms of sea power.

**FR:** Just so. And it carries over into this grand old game. Just look at the map of Europe in the current version of the game: 19 bodies of water, only 14 land-locked provinces, and an astounding 41 coastal provinces. Of the 34 supply centers, only 7 cannot be controlled by naval power. This overwhelming 4:1 ratio, alone, should be enough to convince the landlubbers of the true value of fleets.

**BP:** But surely, Freddy, there have been dozens of games won with a scattering of fleets and an abundance of armies. Just look at 82zz... (the actual game ID has been disguised to avoid embarrassing the players).

**FR:** Yes, a thoroughly ridiculous ending. Only 1 fleet for England and 17 armies. Why did such a dunderhead win? Because, I'll wager, the others were bigger dunderheads. If you put 7 fish in the same barrel, eventually they will consume each other and only 1 will be left. But put 6 dumb fish (the army—builders of today) and 1 smart barracuda (the fleet-builder of days gone by)

into that same barrel, and who, do you think, will be left at the end? The faster, more flexible, more mobile one, the one who knows how to attack from any angle, of course.

**BP:** That's an interesting analogy. Could you expand a bit on the nature of the advantage enjoyed by the fleet, and help our readers become barracudas?

**FR:** The 3 most important advantages of a fleet are: Flexibility, Mobility, and Speed.

Flexibility is the most important. Certainly everyone knows that only fleets can use the convoy order. Fleets can attack armies on land, but armies cannot attack fleets at sea. Every power can be reached with a fleet. A fleet is never "stranded" in England or North Africa.

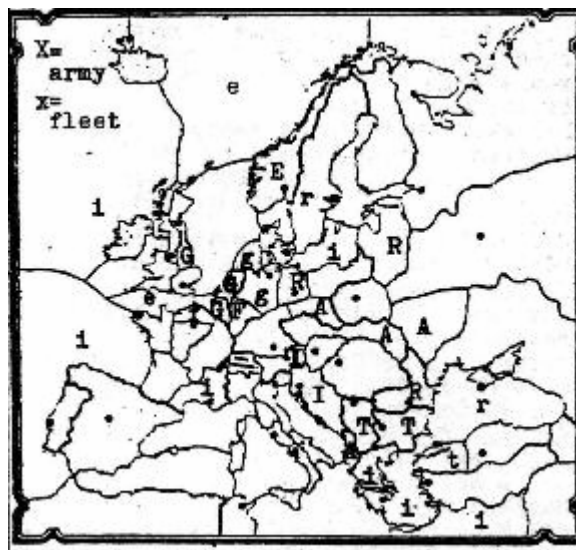
Mobility of the fleet compared with the army is a one-sided story. With the exception of the 14 landlocked provinces, a fleet can go anywhere. In fact, due to the dual-coasted provinces, there are 44 coastal destinations for a fleet in addition to the 19 sea spaces. Also it is important to note that there are no "impassable" sea spaces.

Speed is a very important factor in both offense and defense in Diplomacy. Just look at how little time a fleet needs to get from one end of the Mediterranean to the other. An army would take years and years. The sea spaces are also much larger than land provinces, and thus they border on many, many coastal provinces. This size allows a fleet to complete the trip (for example) from Syria to Belgium in only 7 moves.

**BP:** Freddy, if I may change the subject a bit...there has always been great interest in which were the most successful countries in top-flight play. What is your recollection of the early days?

**FR:** A very straightforward situation, as I remember. The powers were ranked almost purely by their ability to build fleets. Those that could build 3 in a single season were the most prosperous during my time. Poor Austria, with only 1 coastal center, was last. The sequence was something like this: ENGLAND, ITALY, TURKEY, GERMANY, RUSSIA, FRANCE, AUSTRIA.

**BP:** I know you've probably been asked this question hundreds of times, but what was your most memorable game? Is there one particular position that's your favorite?



FR: Of course. I'd pick the so- called "Fromagea Bleu" game played in Monaco in '63. (Here, Mr. Runciman set up the board as shown in the diagram above.) It was Fall '04. I was Italy and had a series of short-term alliances with France, England, and finally Germany. At each turn of the alliances, I'd managed to pick up a little, so that by '04. I had 9 centers: Ven, Rom, Nap, Tun, Tri, Mar, Gre, Por, and Den. Germany and I were working against the French and English.

"FROMAGES BLEU" Prior to Fall 1904. (Turkey plays 1 short.) Note the aggressive position of the Italian fleets. France & England continued to attack Germany. Austria, Russia, and Turkey were in a muddle in the Balkans. Italy won with the following moves: F Nat-Lpl, F Mid-Bre, F Mar-Spa(sc), A Trl-Vie, A Tri-Ser, F Gre-Bul(sc), F Aeg- Con, F Eas-Smy, and F Bal-Ber. Obviously Mr. Runciman' Bribe to the Turkish player and his extravagant gift to the French player's wife the previous night worked to his advantage.

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The following articles, all of them, were taken from DW Issue #42; Spring 1982 starting on page 22.

## THE IMPORTANCE OF NAVAL POWER IN Diplomacy

by J. C. Hodgina

A first analysis might lead players to expect that fleets would play a large part in Diplomacy simply because they represent one half of the possible types of unit in the game. Yet at the start of the game fleets are outnumbered by armies 13 to 9 (59% to 41%). England is the only country that has more fleets than armies and Russia has an equal amount of both. All other powers have twice as many armies as fleets at the start of the campaign.

Allan Calhamer pointed out that "beginners tend to underrate the fleets"<sup>1</sup> in Diplomacy. Could it be that the preponderance of armies at the beginning leads novices to place too much emphasis on them later in the game? Could it be the experienced players have overlooked the potential of fleets?

The purpose of this article is to show that naval power can play a large role in Diplomacy, perhaps more than previously recognized. I acknowledge that most of the ideas and facts for this thesis come from Allan Calhaer's chapter in "Popular Indoor Games", and Rod Walker's "Gamer's Guide to Diplomacy."

An analysis of the game board presents some interesting facts. Of the 56 provinces on the board, 21 (37.5%) are areas upon which more fleets can bear than armies; 26 (46.4%) are provinces upon which more armies can bear than fleets; 19 (16.1%) have equal exposure to both types of units.

If the same analysis is done on supply centers only, the ratios are slightly different. Fleets can move to 15 (44.1%) centers with more force than armies, while the provinces upon which more armies can move is only 14 (41.1%). There are 5 (14.7%) centers which have equal exposure. There are 7 (20.6%) supply centers which are totally landlocked. This leaves 27 (79.4%) centers which are open to fleets.

What do these figures mean? From a strategic point of view, there are more supply centers than not which can be attacked by fleets with more force than by armies. While the ratio is certainly not overwhelming, fleets evidently more than hold their own in this respect.

While it is true that armies can enter any province on the map (some only with naval assistance), and it is true that there are a few provinces which fleets cannot enter, it is equally true that no army



can cross a water space without being convoyed. Taking this into account, it appears that fleets are a powerful force, able to cover more of the board, more effectively, than realized previously.

Not only can fleets cruise the water spaces, but they can attack 79.4% of supply centers, 44.1% of them better than armies. Remember too that a continental army cannot reach 4 (11.4%) supply centers without naval help. For example, a German army could not invade England (or Tunis) without first being convoyed.

The idea that fleets are important is also given substance by a statement from the game's designer, Allan Calhammer, who said that "a power which gains a majority of the fleets in a water area can usually win most of the supply centers in that water area".<sup>2</sup> An interesting, and perhaps chilling, thought for any army worshippers.

Italy, Turkey, and France typically battle for dominance of the Mediterranean (and Austria with restricted access, is forced to realize how important naval power can be, while England, Germany, and Prance (a busy player ) fight for control of the Atlantic.) Russia, with her fleets bottled up in the Baltic and Black Seas, usually ends up controlling neither Area.<sup>4</sup>

There are 13 (38.2%) supply centers in each Area which can be taken by fleets. Spain, residing in both Areas, is a special case, and therefore an important and strategic center.

Dominance of these Areas is usually attained by first getting a majority of fleets, such that any attack can be made at 2 to 1 odds. The defense is slowly broken. Key water spaces are captured and held from which attacks can be made on supply centers. It is very hard to defend Army Tunis when the enemy has fleets in the Ionian, Tyrrhenian, and Western Mediterranean.

The convoy will now be examined as a weapon with which a power can gain superiority in a tactical situation. Rod Walker has called the convoy "the most powerful move in Diplomacy."<sup>5</sup> The convoy results in, for all intents and purposes, an army move. Yet, without the fleet's presence, the convoy could not take place, and the army's potential could not be fulfilled. A convoy, because of its character, has some unique abilities.

It is these factors which make the convoy such a potent move. The first is speed. An army can move through more than one space when convoyed, allowing for rapid deployment to the front lines, or quick withdrawal to protect the homeland. Quite large convoy chains can be set up with spectacular results.

The second is flexibility. A fleet can attack, support, or convoy, which keeps the enemy guessing as to its real role. Fleets are thus superb for stabs, and the same fleet which supported an ally in the Spring, can convoy an army for attack of the ex-ally behind the lines in the Fall.

The third factor is surprise. An army far from the action can suddenly appear at the front via a convoy. For example, Army London can be convoyed to Naples in one turn, surprising the enemy who never even considered its presence in his/her plan.

The fourth factor is security. A convoy is only disrupted if the convoying fleet is dislodged. Thus an army can pass through an area which is under attack with complete immunity. Should the fleet be forced to retreat, the army remains safe at its initial location (assuming it is not under a supported attack there). A convoy also means fewer units have to be shifted for an attack, with the same results. In most cases, the attacking unit must vacate the space from which it attacks. Not with the convoy. The fleet not only remains in place, it can be used to support the army in the next season. A convoy,

or threat of a convoy, is a potent weapon in any Power's arsenal.

Is naval power a prerequisite for winning? To determine this we would need to analyze the finishing positions of a substantial number of games to see what part naval power played.

It must be pointed out, however, that if a player accepts that naval power is important in Diplomacy, s/he may be able to gain an advantage over opponents who overlook its possibilities, by using it to its greatest potential.

I hope that this article will bring forth a lively discussion among players concerning naval power and that in some small way it has made the game a little more fun and interesting for someone.

<sup>1</sup> Allan B. Calhamer. "Diplomacy," POPULAR INDOOR GAMEB, ed. David Pritchard. Coles Publishing Co., Ltd. Toronto, 1977, p. 36.

<sup>2</sup>Ibid p. 36

<sup>3</sup> For purposes of this article, the Atlantic consists of water areas north of Gibraltar and the Mediterranean those east of Gibraltar.

<sup>4</sup> From Mark Berch, "The only minor point I'll make concerns J.C.'s passing reference to Russian fleets being bottled up in the Baltic. In my experience, which of course is different than J.C.'e, this is a very rare occurrence. The Baltic is rather porous (fleets can leave via Denmark, Sweden, or Kiel, and Russia can bypass the problem by building in St. Petersburg (north coast). from Larry Peery: Times change. If current trends and policies continue among the NATO powers we will soon have an England with an army on the Rhine and no fleet in the Channel and a France with a fleet of nuclear submarines equipped with missiles and a nuclear powered aircraft or two to defend her overseas ex—empire!

<sup>5</sup> Rod Walker. THE GAMER'S GUIDE TO DIPLOMACY. The Avalon Hill Game Co., Baltimore, 2nd edition, 1979, p. 8.

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## THE SEA SPACES

by Mark L. Berch

Not much has been written about the map per se. What little there has been generally, concerns how the map fails to conform to reality ("map errors"), or takes the form of a nap quiz. So far as I could find, no one has written about the sea spaces themselves. Thus, the categories and labels used in this essay are my invention.

Sea provinces are all alike in a few respects. None of them are supply centers, and only fleets can go to them. But they differ in much more important ways... There are several different *ways* to sort them out. I believe the most useful way is to look at the number of other sea spaces attached. This gives us five categories:

1. The Crossroads Provinces. North Sea, Mid Atlantic Ocean, Ionian Sea, These are attached to 4 other bodies of water. They have a number of other things in common. They are, for their respective countries (England, France, and Italy) the most important sea province (although for Italy it is a fairly close call). Each borders at least one home center and at least two neutrals. These are also by far the three most important sea spaces for forming stalemate lines. Perhaps the most important thing these three have in common is a little-noticed aspect. They can be extremely difficult areas to by-pass. Suppose you want to go Fleet East Mediterranean—Tyrrhenian? The direct route (East Med-Ionian-Tyrrhenian) will take one year. By-passing the Ionian requires the move East Med-Aegean— Greece—Albania—Adriatic—Apulia—Naples—Tyrrhenian. a trip of three and one-

half years. The West Mediterranean—North Atlantic trip is even longer. Of these three, North Sea is certainly primus inter pares. It is the truest crossroads because none of the adjacent bodies of water are connected to each other. And it is adjacent to 6 supply centers, more than any other space on the board.

2. The Inland Seas: Black Sea, Baltic/Gulf of Bothnia. You may scowl at my lumping those two spaces together. But in fact, the Black Sea and Bothnia/ Baltic have a lot more in common than their not bordering any other sea spaces. Each borders exactly 5 supply centers: one Russian home supply center, 2 home supply centers of Russia's neighbor (one bordering only on the inland sea, the other having another outlet), and 2 neutrals (one usually falling to Russia, one almost always going to Russia's neighbor). Both empty from the south, although the Baltic has more exits. I think the reason that the northern one was divided in two was that Russia and Germany already have an area for Spring 1901 conflict (the Polish corridor) and do not need a second one. Germany must be a largely western power and a Russian fleet Baltic in Spring 1901 would be too much of a distraction.

3. The Sea Lanes: Norwegian Sea, English Channel, Western Mediterranean, Tyrrhenian Sea, and the Aegean. Here and in the next category, the strict correspondence with the number of sea neighbors breaks down some. These are adjacent to 3 other sea spaces. The exception here is the Aegean. I have included it for two reasons. First, there is a significant amount of traffic to and from the Black Sea, albeit via Constantinople. Nearly all of it goes via the Aegean (as opposed to the East Mediterranean). Second, the Aegean is adjacent to 4 supply centers, which is out of character for a backwater. Although none of these individually is as important as any of the crossroads, collectively, they are almost as important (note that there are five of them). These are the scenes of the great pitched naval battles. These provinces change hands much more frequently than do the crossroads. Although they can be by-passed without a great deal of difficulty (only Norwegian Sea has a hoard edge), they are worth possessing because each borders on 2 supply centers or more. And just as important, they flank the crossroads. Every crossroads has two sea lanes in non-adjacent positions. Collectively, they border all of the sea spaces except for the inland seas and three of the bays. They link the crossroads to each other, and in a real sense, they are the glue that holds the sea provinces together.

4. The Backwaters: Gulf of Lyon, Eastern Mediterranean, North Atlantic Ocean, and Irish Sea. These are connected to two other sea spaces, but there are two exceptions: Irish Sea and North Atlantic. I've included them here for two main reasons. They only border on one supply center (the same one in fact). There is so little traffic directly between them (in either direction) that effectively, they have about two neighbors, not three. Stalemate lines tend to by-pass them. They, like the Gulf of Lyon and East Mediterranean, don't have anything approaching the importance of the Sea Lanes. These 4 provinces are easily and frequently by-passed. While they do have some importance, that tends to be local. The Gulf of Lyon, bordering two supply centers, is perhaps the most important of the lot, especially in relations between France and Italy. But even Gulf of Lyon is handicapped by not being adjacent to a crossroads. These have so few connections to other sea spaces that their relationship to the land is more important. Thus, East Mediterranean gives Italy an alternate access to Turkey; North Atlantic/Irish Sea are France's best route to the first English home supply center, etc. Still, they are backwaters. A game can go for several years without a battle to control any of them -- or indeed, any of them ever being occupied.

5. The Bays: Barents, Skagerrak, Helgoland Bight, and Adriatic. Some of what applies to the backwaters applies with even greater emphasis to the bays. These are connected to only one other body of water (reducing their importance there), but they are well connected to supply centers, much more so than backwaters. Of these, Barents is clearly the least essential. It's the only one not connected to a cross-road province, and it's connected to only two land provinces. The odd thing about the bays is that three of the 4 of them are not connected to any land non-supply center. The

only other sea space on the board like that is the Aegean. My guess is that the Adriatic, Helgoland Bight, and Skagerrak were created to keep the scope of the crossroads province from getting out of hand. In the case of the Adriatic and Helgoland Bight, it prevents an early clash for control of the crossroads. The Barents Sea is clearly needed to prevent an English attack on St. Petersburg in Fall 1901, and tends to slow the English attack on Russia throughout the game. Because of their generally lower strategic value, these spaces (and to a lesser extent, the backwaters) are often retreat spaces, entered not so much for themselves, but because the fleet has lost control of a more desirable body of water. At the same time, the bays, except perhaps for the Adriatic, tend to be death traps for fleets. The major power, having secured the crossroads or sea lane, corners the enemy fleet there, and can wipe it out with 1 or even just 2 units.

This is not the only way to categorize the sea spaces. You could classify them by the number of supply centers they adjoin, or their total number of neighbors. Alternatively, you could take a strategical approach. You could look at how frequently the space is occupied. You could look at how frequently attacks are launched from, or defenses mounted from, the space. Or you could look at how frequently the space itself is attacked. You could calculate average residency time (to see if fleets tended to stay put, or pass through). Any of those methods might end up grouping the spaces somewhat differently.

But that would be too much like work.

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## **TO CONVOY OR NOT TO CONVOY IS THAT A QUESTION?**

by Mark L. Berch

The judicious use of the convoy is one of the ways the expert player can be distinguished from the average one. The convoyed attack is a powerful tool with some very heavy benefits, in addition to being a lot of fun.

1. **Rapid exposure of inland centers.** To the Russian, an Opponent's Army Denmark and Fleet Baltic might not seem to be a threat to Warsaw and Moscow. But after Fleet Baltic Convoy Army Denmark—Livonia, things will look very different! This is a case of pure synergism between army and fleet; Neither alone could possibly threaten those centers, but together they can. Similarly, Fleet Mid Atlantic Convoy Army North Africa-Gascony suddenly endangers Paris, Marseilles, and Burgundy; and there are others which have caught defenders napping. Moves like these give the convoyed army such range that the enemy may have to drop everything else to guard against them.

2. **Speed.** The convoy moves pieces great distances: To move an army overland from Sweden to Prussia would take four seasons; by convoy, only one. Multifleet convoys extend the range. England can build Army London, and with just Fleet English and Fleet Mid Atlantic, the army is in North Africa, to attack Tunis that fall. Multifleet convoys tend to be more important in the latter half of the game, when navies are larger, and the front line is far away from where armies are built. Players cannot afford the time it takes to move the armies one province at a time.

3. **Substitution of army for a fleet.** Suppose it is Winter 1901, and you have Fleet Naples, Fleet Ionian Army Tunis, and Army Venice---a common case. You plan a supported attack on Greece or Trieste in the fall. Fleet Ionian—Albania, Fleet Naples—Ionian will do the job, but suppose you'd like to send a fleet vest as well? Fleet Ionian Convoy Army Tunis—Albania takes care of your Balkan duties; while Fleet Naples.—Tyrrhenian prepares to move west.

4. **Flexibility and surprise.** The convoy is yet another option for the fleet, giving you more choices than just attack and support. This provides you with a better chance of surprising the defender with an unexpected choice. Moreover, because of the larger territory covered by sea spaces, convoyed attacks can be developed very quickly. Italy may be poised to attack France with Army Piedmont, Fleet Gulf of Lyon, and Fleet Tyrrhenian. But a sudden shift of Army Piedmont-Tuscany, Fleet Gulf of Lyon—Tyrrhenian, Fleet Tyrrhenian-Ionian means the army is Balkan bound. With a similar quick shift, France can move from an attack on Italy to one on England. England can redeploy an army in Scandinavia against Germany or France. An inexperienced player may not even have considered a convoy choice, such as Fleet Gulf of Lyon Convoy Army Spain-Tuscany, which has caught defenders with their pants down in more than one game.

5. **Security.** The convoy allows a player to attack from a space without having to give up control of it. Thus, Fleet Tyrrhenian Convoy Army Rome-Tunis will shut out Fleet Gulf of Lyon-Tyrrhenian, allowing you to retain control. It will thwart a “moving defense.” For example, suppose your Fleet Ionian, Fleet East Mediterranean, and Army Smyrna faced Fleet Naples, and you wanted to take Tunis in two seasons. If you move Fleet East Mediterranean—Ionian, Fleet Ionian—Apulia or Tyrrhenian he can spoil your plans with the moving defense of Fleet Naples—Ionian. But drop a convoy of Fleet East Mediterranean and Fleet Ionian Convoy Army Smyrna—Apulia on him and this defense won’t work. He’ll have to resort to the much riskier fleet Naples—Apulia, and not the safe fleet Naples-Ionian.

If the attack on the convoying fleet is coming from the space you are convoying to, the “convoy advantage” will allow your attack to proceed at “even” ---or unfavorable odds. For example, Spring 1913 in 1979 AC had the following.

Turkey, Fleet Aegean and Fleet Ionian Convoy Army Smyrna-Naples, Fleet Apulia Support Army Smyrna-Naples, Army Smyrna—Naples, Fleet East Mediterranean- Support fleet Ionian.

France, Fleet Tunis Support. fleet Naples—Ionian, Fleet Naples—Ionian/annihilated/.

Note that the attack on Fleet Ionian is nullified by the support given to Fleet Ionian by fleet East Mediterranean. Thus, the attack on Naples succeeds with just one support, despite the fact that the attack in the “opposite direction” (somewhat) was also with one support. And finally, the convoying fleet can provide support for the just landed army in the following season if you fear an immediate attempt to dislodge.

6. **Strengthening the self-standoff.** Suppose you have Army North Africa, Fleet Mid Atlantic, and Army Paris. The enemy has Army Picardy. Fleet Irish Sea. You want to guard Brest, but keep it open for a build. That calls for a self—standoff, which the enemy might foil by supporting one of the moves with his Army Picardy. He can support Army Paris—Brest, but if he moves to support the other end, he has to guess whether you’ll go Fleet Mid Atlantic—Brest, or Fleet Mid Atlantic Convoy Army North Africa-Brest. Moreover, if you choose the convoy, he can’t use the tactic of supporting Fleet Mid Atlantic—Brest, and then slipping in behind with the Fleet Irish—Mid Atlantic. Even if he correctly guesses with Army Picardy Support Army North Africa-Brest, Fleet Irish-Hid Atlantic will be shut out.

7. **Survival.** And don’t forget, even if the fleet involved in the convoy is dislodged and forced to retreat, the army to be convoyed survives intact to fight another day.

But it’s all too easy to get carried away with thin, merrily Criss-crossing the board with your nifty convoys while some unimaginative character bulldozes forward and wins the game. So lets have a doleful look at some of the drawbacks.

1. **It ties up extra units.** Even an unsupported convoy takes two pieces. A long, unsuccessful convoy is a terrible waste of resources. In general, the longer the convoy, the more confident you should be of success before you try it. But even

a successful convoy can delay the development of your fleets. In 197~, Beyerlein convoyed Army Convoy-Spain. The onlookers in this demo game were impressed, but at least 2 of the fleets never made it to the front.

2. Inactive Pieces. The army may have to wait until the fleet is In position, or vice versa. For multi—fleet convoys, some may have to wait, with little to do, while the last one gets into place.

3. Security can be risked. A fleet that convoys to save an army time might have supported another unit which needed some help.

4. A convoyed attack does not cut support if a convoying fleet is dislodged. In an ordinary attack, the support is cut regardless of what else happens. Thus, the convoy is an extremely powerful tool giving you important options and complicating the defenders tasks. But it is also subject to serious drawbacks which must be taken into account in some situation

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## THE LONG HAUL

by R. C. Walker

The “convoy” order is perhaps the single most interesting technical aspect of Diplomacy. It is, for instance, the single most frequent cause of potential and actual rulings difficulties for players and gamemaster, but enough ink has already been spilled on that topic in these pages, so we’ll avoid it like the plague here.

The convoy---although we can argue it’s not used to its fullest possible potential---it is a key element to speeding up the game, plus increasing its excitement and interest. You can do all sorts of bold and sneaky things with convoys. But in Diplomacy it wasn’t always so.

In its very earliest Incarnation (1958). Diplomacy had no convoys. Armies instead rode piggyback on fleets, proceeding at the one-space-a-season rate at which everything else moves in the game. Since there were several more sea (and land) spaces in that version, you can imagine how much slower (and therefore less Interesting, perhaps) the game was when it was first being played. Anyone who is interested in that original version of Diplomacy will find the nap & rules included in my book, The Gamer’s Guide to Diplomacy (available from Avalon Hill for \$4.50 + 10% postage and handling.) (*Editor’s Note: Now owned by Hasbro.*) A modern version of the “piggyback” idea also exists in Prod Davis’ “Army—Fleet Module,” available from the North American Variant Bank, of which Fred Davis is the present custodian (1427 Clairidge Rd., Baltimore MD 21207). (*Editor’s Note: Fred’s current address is Fred Davis, Jr., 3210 Wheaton Way, Apt. K, Ellicott City, MD, 21043-4254.*) If you’re interested in seeing how a Diplomacy game would go without convoys, you might look these versions up.

The 195 version of the game was replaced quickly enough. In 1959 a new edition was introduced, having 6 fewer sea spaces (and 13 fewer land spaces) than its predecessor, plus new rules introducing convoys. .virtually the game we play today. We have had convoys (for better or worse) ever since, faster game, ruling problems, and all.

As you know, the convoy allows a quick shuttle of an army from coastal province to coastal province, not infrequently over a long distance. This of course brings up the perennial argument among Diplomacy aficionados y aficionadas regarding that old bugaboo, “realism.” If fleets (as veil as armies) must crawl along at one apace per season, it’s argued, how can it be realistic for an army to skip along a string of fleets which can extend over as many as 9 spaces?. This argument often leads to a preference for some sort of “piggyback” arrangement. This seems to be one of those instances

(all too common in wargaming) in which exaggerated concern for “realism” is the altar on which playability is sacrificed. The convoy (for all its occasional rules-interpretation problems) makes for a much better game.

In any event, it could be counter—argued that the rule is “realistic.” Each “season” in Diplomacy, after all, represents a campaign of some months duration. The actual move of a unit from one space to another takes very little time, probably; most of the elapsed time would be spent in pulling up stakes and getting all that manpower organized to move, and then (if the move is successful) getting settled into the new area of occupation. An army being convoyed has to do these same tasks, its actual movement consisting of sailing through friendly and protected seas to its destination. .an actual elapsed time which is still a small fraction of the months—long campaigning season. “Realism, obviously, can cut both ways in discussions about Diplomacy.

Really, the prime factor in the convoy is not how “realistic” it is, but how useful it is. There are circumstances, furthermore, in which that usefulness might be overlooked. I’ve seen players use a convoyed attack in an attempt to gain a supply center, but somehow miss the opportunity to put an army in a strategic location which doesn’t have that all—important dot, it’s good to bear in mind that landing an army in a non—supply center province can often yield great strategic gains. Such an army may be able to get in behind enemy lines, or threaten several supply centers at once. Either is a good position to be in. A quick glance at the board will show you how strategically located some of the coastal provinces are. I won’t name all of them, but here are some of the. most frequently used in games I’ve seen, Livonia in Russia; Yorkshire or Wales in England; Gascony in France; Apulia in Italy; Albania; Syria in Turkey. On offense you should always consider convoys to these, and similar places; on defense, you should Always consider whether your opponent can do you in by getting an army into such a province.

No general survey of convoys (and boy, is this general!!) would be complete without at least a quick mention of one use of the order which its inventor didn’t initially consider, the symbolic act! I’m told this isn’t as popular nor as much-used as it was in the early days of the hobby. However, once upon a time, a convoy was often used to symbolize the victory of a two-way alliance. Specifically, this was the longest haul of all, the convoy of an army from St. Petersburg to Syria (or vice versa, sometimes, if this didn’t significantly affect the supply center count.) It was a symbol of the unbreaking alliance of the two, and their absolute mastery of the board. This convoy would extend over 8 or 9 spaces, depending on whether the route ran through the North Atlantic or North Sea-English Channel. However, a truly redundant route could be constructed through Barents Sea-Norwegian -North Sea - English Channel - Irish Sea - North Atlantic - Mid Atlantic - West Mediterranean-Gulf of Lyon—Tyrrhenian Sea—Ionian Sea-Aegean Sea, East Mediterranean, a stunning 13 spaces! Now, that is truly a LONG haul!

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## A CONVOY PARADOX AT MIDCON 85

by Male Smith

Much has been talked about Convoy Paradoxes over the years. But most of the discussions have been about the theoretical possibility of their occurrences, as in Richard Sharp’s excellent book “The Game of Diplomacy” (pp33-34). But for the first time in my life I was actually faced with the daunting prospect of being a GM in one of the games at MidCon ’85, where this actually happened.

In this game (Game IV — Sunday), Italy was on his last legs. He was being swamped by Thrkey and Austria. It was the Autumn move and Italy knew that if he lost Rome he would be out of the game.

His other supply centre had fallen in the spring and so he was on the verge of finishing the game early.

He knew that Austria and Thrkey would do the following:

AUSTRIA: A Tus-Rom, A Ven S A Tus-Rom

TURKEY: F Ion-Tys, F Nap S F Ion-Tys

So after thinking about his desperate plight he approached me with a rule query. what would happen, he asked, if he ordered:

ITALY: F Tys C Austrian A Tus-Rom. A Rom H.

~at he wanted to do was to bring in the convoy paradox to save his situation.

As the GM I had to work out this particular tangle, not only had I to resolve the situation, but it had to be done within the 20 minute deadline period allowed so that the game wouldn't drop behind the others.

The argument was whether the convoy as ordered by Italy would be attempted and then disrupted due to the inevitable Turkish attack. As students of the Convoy Paradox know there are always two ways of looking at the situation. Let us examine both arguments.

#### Argument One

This is the simplest argument to put forward. The Austrian attack succeeds because there is an alternative land route that could be available into Rome from Tuscany, regardless of whether the Fleet in the Tyrrhenian Sea was dislodged or not. Austria could claim that this was the attack that he had "in mind" at the time.

#### Argument Two

This is the argument that would be proposed by Italy. Because the game of Diplomacy is such that it doesn't mention in the Rulebook about attacks, moves, or whatever should succeed, because of the 'spirit in Which they are intended' A parallelism could be brought in here. Consider the following example:

ENGLAND: A(Yor)-Nwy, F(NTh) C A (Yor)-Nwy, F(Nwg) stands

GERMANY: F(Eng)-Nth, F(Ska) S F(Eng)—Nth

This example is clear cut, I believe. England ordered the convoy from Yorkshire to Norway via the North Sea, and it was disrupted. I don't think that any GM would have difficulty judging that the convoy was disrupted and the Army would have to remain in Yorkshire, even though a convoy route was available via the Fleet In the Norwegian Sea.

To go one stage *further*, look at the following:

ENGLAND: A (Yor)-Edi, F(Nth) C A(Yor)-Edi

FRANCE: F(Eng)-Nth, F(Bel) S F(Eng)-Nth

Again the Fleet gets dislodged, and the Army can't make it to Edinburgh by the convoy. So far, so good. But has England a claim in that the Army move does succeed because an available land route was open to him. After all, the move A(Yor)-Edi is a normal Army movement, he may add. What does the rulebook say on this matter?



## XII. THE CONVOY ORDER

2. **DISREPUTING A CONVOY.** If a fleet ordered to convoy is dislodged during the move, the Army to be convoyed remain. in its original province and has no effect on the province to which it is ordered.

3. **AMBIGIOUS CONVOY ORDERS.** If the orders as written permit more than one route by which the convoyed Army could proceed from its source to its destination, the order is not void on account of this ambiguity; but if any of the possible routes are destroyed by dislodgement of a fleet, the army may not move.

It seems clear from the above rules that the Army does not succeed as one of the possible routes has failed due to the Fleet in the North Sea being disrupted. Rule 111.3 states that quite clearly.

But back to our particular problem which ocured at MidCon this year. Can it be argued that Italy provided the Austrian Tuscony Army with an alternative route, which was then disrupted, and then by the same ruling the nove A (Tus)-Rom must fail?

Aha, says Austria, I never intended for the convoy to take place, and it wasn't in the 'sprit in which the move was intended'.

Personally, I believe that I actually committed a GMing error, in not failing the Austrian order. What would you have done if you were the GM in my place, I'd be Interested to hear?

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## New Variant Section

### Speed Europa by John Walko

Do you wish you had more time to play a full Diplomacy game? Try Speed Europa by John Walko. . . but you can call me by my official abbreviation, JWk

Some of the more exciting theoretical results for Fall 1901 feature an Italian army in Spain (no more French monopoly on the Iberian goldmine), a French army in Liverpool, a Russian army in Kiel, a German army in Switzerland (a 35th Supply Center), an Austrian army in Smyrna, a Turkish army in Venice, and an English army in Tunis (the latter two require multinational convoys or a Winter 1900 start). Italy might hold the most intriguing set of new possibilities.

Whereas most variants of Diplomacy's Standard map tend to add provinces that increase the time it takes to traverse the board (a valid choice), Speed Europa operates on the opposite premise overall, by removing obstacles to cross-board player interaction. Speed Diplomacy is potentially a *system* applicable to any variant idea and Europa is the pilot program. This article briefly introduces players to the Europa features from a player's perspective (I leave to a later article a deeper discussion of the design theories and mathematical ratios for variant designers).

Diplomacy inventor Allan Calhamer famously wrote that Diplomacy's insecurities "make some people almost euphoric and causes others to 'shake like a leaf.'" Speed Europa's map at first glance might give the latter a heart attack but allow me to defibrillate. First, Venice and Trieste are separated by a coastal Tyrolia so in this respect Europa is more stable than Standard. Second, the new proximities are no closer than the familiar and manageable Berlin-Silesia-Warsaw; the map

merely offers additional Silesia situations. The interesting point is that, for instance, while England can take St. Petersburg in Fall 1901, ol' John Bull will have to think carefully of rousing the Russian bear so soon. To the extent that there is additional risk from the extra speed and fluidity, remember that your opponents encounter similar risks, which are opportunities to you or your ally.

The re-allocation of buffer provinces balances the distances among the powers to harmonize the game pace across the map. Compare this arrangement to Standard's significant disparity between the pair of powers' Supply Centers (SCs) that lacks any buffer (Venice-Trieste) and the number of other pairs that squint to see each other across a chasm of double buffers. Europa's England and Russia will "enter the game" at more the same pace as Austria.

The "distant neutral," where no neutral SC is within reach on the first move, further harmonizes game pace. To be fair to England and Italy who must cross non-SC water, all powers must cross a non-SC province to reach a neutral SC. This might increase the number of potential openings, as fewer neutrals are guaranteed and more acquisitions require first-year diplomacy with neighbors. For instance, Italy is rid of its eastern bias and the Italian cat now might pounce north to Switzerland or west to Spain as well as south to Tunis or east to Greece—and France boasts no velocity advantage in the race to Switzerland or Spain.

The new borders also cause more powers to interact sooner and more often. Not only are neighbors closer, but the neighbors of neighbors are closer. These proximities lessen the old bifurcation of two separate east and west games, as from the first turn London has more reason to speak to Rome, Vienna, and Constantinople.

The map also represents the historical fact that large-scale sea movement generally is faster than large-scale land movement, and so Trieste is "closer" to Constantinople than Budapest is. Although most people take an army-minded view of a map and see water as an obstacle, the navalist knows the superiority of sea mobility and sees the land-locked areas from Switzerland to Moscow as the negative space. There are a number of playable isles and a few extra bicoastal provinces that might prove useful as amphibious fulcrums to redeploy armies between theaters as your prospects or alliances shift. Additionally, these provinces might serve as "nutcrackers" to deploy sufficient fleets to break a naval blockade.

The fluidity of gameplay derives from a variety of factors including the lack of map-edge SCs so every SC has a back door; the revision of borders and the "nutcracker" provinces which undermine traditional stalemate anchors like Ionian Sea and Mid-Atlantic Ocean; and Switzerland as a playable province and tie-breaking 35th SC which also lessens choke-points and blurs east-west and north-south divides. Guaranteed blockages negate the need for diplomacy and therefore defy the point of the game. Fluidity puts a premium on diplomatic skill, while still offering tacticians a broad canvas to work their craft.

The practical advantage to the typical, time-challenged Diplomacy player is that Speed Europa's earlier power interaction, overall faster movement, and increased fluidity might provide a more decisive and more fulfilling gaming experience. Initial reaction to the Europa map has been quite positive. Download the Realpolitik files (including a new Deluxe interface) at the Speed Diplomacy website. Organize a game or discuss matters in the customized Speed Diplomacy forum, The Whispering Gallery.

You can try to reach me by smoke signal, carrier pigeon, or heliograph, but you also can contact me through the "Emperor" (administrator account) of The Whispering Gallery.

Thank you for your time.



(<http://china1900.jwinformationsolutions.com/index.php>).

Updated 9/04/05

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**1. SPEED DIPLOMACY**

**2. EUROPA (EUROPE 1901)**

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**0. IMPORTANT: Read these release notes:**

**0.1. BUGS AND WORK-AROUNDS FOR REALPOLITIK (RP):**

**0.11. This release is fully functional with point-and-click hot zones and flood-fillable supply centers.**

**REASON:** RP's Region Tool (a designer's tool, not part of the players' version) did not work so I first manually wrote the RGN file code to provide a version that is fully playable by loading text orders. I since devised a semi-automated system to add the hot zones and flood fills so the current version (9/04/05) is full-featured. **NB:** The Schleswig-Holstein hot zone is oversized for convenience so make sure that you click the correct province.

**0.12. Use "net" (for "Netherlands") if RP does not recognize "hol" (for "Holland").**

**REASON:** RP generated errors for almost every instance of "hol" in the MAP file so I assigned "net" as an alias which works both in the MAP adjacencies and in orders during play.

**0.13 Save the game history and text orders as you play.**

**REASON:** If you find a bug, I might be able to revise a file for you to insert to resume or restore the game.

**0.2 PLAYER OPTIONS FOR REALPOLITIK:**

**0.21. The "Deluxe" (DX) version provides a new look to computer Diplomacy that evokes the physical map of Avalon Hill's 1976 version and that evokes the classic wooden blocks of the original version (squares for armies, rectangles for fleets) -- yet the units display all the heraldic color of fluttering war banners. The version with the "RP" suffix provides a standard Realpolitik look.**

**0.22. For reference and study of the new map, the folders also include several B&W maps, of which \*BW.bmp is best for a clean look at the new borders and provinces. These maps use dotted lines to indicate bi-coastal provinces. The \*X2.bmp will print 2 conference maps per page and the \*X12.bmp will print 12 wallet-size conference maps per page (don't let the wife find out that you removed her picture to make room for these).**

0.23 Toggle the RP menu's Maps/Names for a quick look at all the provinces and note the several playable isles.

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## 1. GENERAL CONCEPT

1. Speed Diplomacy is potentially a SYSTEM applicable to any variant idea. Speed Diplomacy variants provide frequent and widespread player interaction, mobility, and fluidity, all of which make diplomacy rather important:

1.1. Low density and small supply center (SC) clusters provide maneuver room yet with fast board movement and continuous player interaction.

1.2. "Distant" neutrals (no one can reach a neutral SC in the first turn) provide a greater variety of openings yet with fast player interaction derived from home center distribution.

1.3. Two versions of Speed Diplomacy exist as of July 2005; Speed Europa (Europe 1901), and Speed Treaty Ports (China 1900).

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## 2. NAME = Speed Europa (Europe 1901)

2.1. START = Spring 1901 (Standard), unless you choose a Winter 1900 start to customize your forces.

2.2. PLAYERS = 7, Standard's Austria, England, France, Germany, Italy, Russia, and Turkey.

2.3 VICTORY CONDITIONS = 18 of 35 SCs (Standard i.e. a majority of total SCs).

2.4. SPECIAL RULES = No, 100% Standard unless you choose to add a rule variant.

2.5. MOVEMENT NOTES = Armies can move between Ireland and Liverpool, and between Sicily and Naples (in effect, Liverpool and Naples are canals like Kiel). St. Petersburg, Spain, Schleswig-Holstein, Finland, Thrace, Gascony, and North Africa are bicoastal (indicated by dotted lines on the printable conference maps). Standard's province names were retained as much as possible but note the adjacency changes; e.g., Mid-Atlantic Ocean no longer abuts Brest (the "Mid" is now a longitudinal rather than latitudinal reference).

2.6. DESIGN NOTES = Some of the more exciting theoretical results for fall 1901 feature an Italian army in Spain (no more French monopoly on the Iberian goldmine), a French army in Liverpool, a Russian army in Kiel, a German army in Switzerland (a 35th Supply Center), an Austrian army in Smyrna, a Turkish army in Venice, and an English army in Tunis (the latter two require multinational convoys or a winter 1900 start). Italy might hold the most intriguing set of new possibilities.

Whereas most variants of Diplomacy's Standard map tend to add provinces that increase the time it

takes to traverse the board (a valid choice), Speed Europa operates on the opposite premise by overall removing obstacles to cross-board player interaction. Speed Europa substantially unravels the comfortable openings/stalemate lines/alliances/strategies so a fresh, bottom-up appraisal is necessary.

**2.7. PROVINCES = 90, with 35 SCs Europa is slightly less dense than Standard Diplomacy: Only ONE SC (3% of total) touches three or more SCs (compared to 24% of SCs that touch 3+ SCs in Standard.**

**New Province List:**

**(Continental:)**

Switzerland	(35th SC, equally-spaced 4-way F-G-I-A contest)
Baden-Wuerttemberg	(separates Mun from Swi)
Schleswig-Holstein	(separates Kie from Den)
Thrace	(separates Con from Bul)
Bessarabia	(separates Sev from Rum)
Walachia	(separates Bud from Rum)
Transylvania	(separates Bud from Rum)
Bosnia	(separates Bud & Tri from Ser)

**(Isles:)**

Ireland (land-bridged)  
Sicily (land-bridged)  
Faroe Isles  
Corsica  
Crete  
Cyprus  
Gotland  
Iceland  
Majorca (Balearic Isles)  
Sardinia  
Shetland Isles

**Other redrawn provinces separate:**

Ven-Tri  
StP-Nwy  
Kie-Net (Hol)  
Mar-Swi  
Mar-Spa

**More details and ALL province names and abbreviations can be found at:**

**<http://speeddiplomacy.jwinformationolutions.com/speedeuropadiplomacy.htm>**

*((ED. NOTE: I've been following John's efforts for some time. He really is serious about taking feedback and you can look at the first demo game on the Redscape site (which is one of the more fun places to play Dip): <http://www.redscape.com/forum/viewforum.php?f=625> where Italy has broken out into the Atlantic in Spring 1902 as part of an attack on France – Interesting!!))*