

UBOOT

THE BOARD GAME



**Tactical
Guide**

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1. Introduction

The idea behind UBOOT is to faithfully reproduce early WW2 submarine warfare, and the intention behind this guide is to walk you through the most basic aspects of U-boat operations. It is assumed that you have read and understood the rules by now. The guide, on the other hand, will walk you through some of the most common situations that you encounter in the game. Therefore, although seasoned subsim aficionados may not find much new in here, then again it is highly recommended for beginner submariners to read it from top to bottom.

Historical Background

Germany almost succeeded in cutting British supply lines during the First World War, and the U-Bootwaffe adopted a similar approach with their U-boat campaign as soon as the Second World War broke out. U-boats were meant to sink as much Allied shipping as possible (which applied first and foremost to Allied convoys providing wartime supplies to Great Britain). The main role of the U-boats was therefore to fight the British merchant navy. Initially it lacked the equipment and procedures to defend its vessels, but things were soon to improve with the introduction of convoys, improved anti-submarine warfare technology, as well as the increase in RAF Coastal Command's capabilities. All of that amounted to an increas-

ingly tough technological struggle between the U-Bootwaffe and the Allied force.

The Type VII C U-boat

The U-boat that you will be serving on in the game is the iconic Type VIIC – the workhorse of the German U-boat force. Fast and nimble, it was the type of submarine that sank the most Allied shipping, was produced in larger numbers than any other U-boat, and also sustained the highest losses during the war. It was a medium range submarine, and it operated primarily in the North Sea and the North Atlantic. It carried 14 torpedoes, an 88mm naval gun, as well as a 20 mm anti-aircraft cannon.

What many people find surprising at first, is that the VII C was more of a submersible, than a true submarine in the modern sense of the term. It could stay underwater for a maximum of 18-20 hours, and then it had to recharge its batteries while on the surface. Furthermore, it was only half as fast under the surface as it was on it. What it meant was that it stalked its prey primarily on the surface (while running on Diesel engines) and dived only to approach targets stealthily, or when threatened by escort vessels.

The U-boat was no match for convoy escorts in a surface exchange of fire and was forced to dive to avoid certain obliteration. While under the surface, it had to rely on its electric motors. That gave the escorts a substantial speed advantage, and allowed them to quickly close in and hunt down the U-boat using ASDIC (active sonar) in order to drop depth charges on its position. This is why the U-boat must stay undetected for as long as possible in order to use its advantages to the fullest. Being the hunter or the hunted largely hinges on its ability to remain stealth.

The following chapters contain gameplay advice that should help you with your first steps in the German submariner's shoes, beginning with 1940 (the year the VIIC entered service).

2. Getting started

The military spirit of UBOOT

One of our design priorities with the game was to really immerse the players in the experience. This is done not only through such features as sound effects, but, even more importantly, through communication among the players. What is interesting, is that succinct, military-style communication really improves player efficiency in the game! After all, soldiers communicate the way they do for a reason (and not just to sound cool). With this idea in mind, the game was intentionally designed to make players exchange information in a quick and precise way. There must be no hesitation, only exact orders acknowledged with 'sir yes sir!'. Any other way may prove much more difficult when you need to pull off the right manoeuvres under the pressure of time. If you neglect this aspect, then it may be difficult to maintain the right pace of actions and you could easily be forced into submission by even a single, ill-equipped enemy. In summary:

try having fun with the table talk, but never forget that its primary role is to keep everyone organized in combat.

Transit

You will be cruising across open seas in order to reach mission areas. This requires navigation if you wish to get where you want to without getting lost. This type of navigation is called strategic navigation, as it is done on the strategic map.

Strategic navigation

Every mission begins with the Navigator plotting the course on the strategic map. The Captain should ask the Navigator to come up with a route to the mission objective, and may also give him specific instructions on which map quadrants to go through (or avoid). The Navigator then plots the mission route in accordance with the rules described in the 'strategic navigation' section of the rulebook. It is recommended that the Navigator always notes down the current course, as it is a crucial piece of information which many other maneuvers rely on.

Once in transit, The Navigator can track the progress made towards mission objectives. This is done either by using the sextant to confirm the map quadrant where the submarine is located, or by checking the time and using the ruler included with the game to measure the approximate distance covered. While the knowledge of the submarine's position on the strategic map is essential to mission success, then it need not be precisely known at all times. The fact is that manoeuvring to avoid the enemy or to get into position is far more important than which map quadrant the U-boat is currently located in. That being said, it is certainly a good idea to use the sextant once in a while, as manoeuvring always takes you off the optimal course and it is good the return to it once the current engagement is over.

Propulsion

Once the course is plotted, the next step is to set the Diesel engines' throttle to achieve the desired speed. The submarine always starts the mission on the surface, and Diesel engines are the favoured means of propulsion for fast transit. This is because the Type VIIC is twice as fast on the surface (17 knots) as when it is submerged (8 knots). Use this to your advantage and reach mission objectives quickly.

What is more, 17 knots is enough for the U-boat to outmanoeuvre most merchant ships. If you keep your distance while staying on the surface, then it will allow you to assume the desired position for beginning your attack approach. Unfortunately, escort vessels are at least as fast as the VII C, so it's no use running away on the surface - you have no other choice but to dive!

Hiding under the surface requires switching to the electric motor, which reduces your speed down to 8 knots. Watch out, as the escorts don't give up easily and will be searching for you! Therefore, even if you feel safe, always

make sure to conduct a 360 degree hydrophone sweep before attempting to resurface. Another thing is that you cannot operate underwater forever, as you will need to draw power from the batteries. And these, unfortunately, never last as long as you would like them to.

Batteries

The Submarine can cruise under the surface for a maximum of 18 hours. That's how long its batteries last when they are fully charged. Once they are depleted, the submarine will have to resurface and recharge (which may take up to 6 hours, depending on how much power was left). Try not to deplete your batteries completely, as it may force you to resurface at the least favourable moment. In general, careful management of the charging cycle is good practice that will definitely pay off.

3. Contacts

When patrolling hostile waters, you will sooner or later encounter contacts. These may either be merchant ships, or escorts. The former are your prey, while the latter will try sinking you the moment they spot you.

Detecting

There are several means of detecting contacts. While on the surface, you must rely on observers scouring the horizon from the bridge. Sending observers there is the third thing that The Captain should do at the beginning of each mission (after firing up the engines and setting the desired course). As soon as the observers spot contacts, they report to The First Officer (a message will pop up in the app's information feed). Keeping at least four observers on the bridge is definitely a good idea, but you do not always have so many at hand (the more sailors are allocated to observer duty, the more precise and frequent their reports will be).

When the U-boat is submerged, there are two methods of contact acquisition: the periscope and the hydrophone. While the periscope provides a better view of the situation (including enemy vessel types and the group's formation), then the hydrophone has much better range and gives more precise information regarding the distance and course of a given contact. What is more, the hydrophone can be used at any depth, while the periscope can be used only when submerged up to 10 meters under the surface. Last, but not least, remember that the periscope can be spotted! Of course that is possible only several hundred meters away from enemy position, yet it has to be taken into consideration when approaching the intended target.

Identifying

Identifying targets visually is possible either through the binoculars, or the periscope. Once the number and type of enemy units is established (merchant or escort), the navigator can substitute the enemy marker with corre-

sponding trophy markers, and then flip them to establish the GRT value of each vessel. This is very important, as the more GRT you sink, the better! Therefore, always try attacking the heaviest enemy ships, as it will bump up your score considerably!

Attack considerations

Once a contact has been detected and identified, several important questions have to be discussed. How much GRT is there to attack? How many escort vessels are there? Is it worth taking the risk now? Won't the attack take the submarine too far away off its course? Are the torpedoes ready? Is the crew in good enough shape to carry out the attack? How long is it until the next watch? These are all important factors that the players should talk over with each other.

4. Facing escort vessels

Despite all your attempts at remaining stealthy, sooner or later, the enemy may become aware of your presence. Once that happens, you need to step up your game if you wish to make it home alive:

● On the surface

If an escort attacks you on the surface, dive immediately! The U-boat is severely outgunned by surface vessels, so your chances of emerging victorious from an open exchange of fire are close to none.

● When submerged

Once you dive, you will be safe from the escort's guns. However, an escort vessel is much faster than a submerged U-boat, so the enemy will try detecting your position with sonar in order to drop depth charges. Try avoiding the attack by making a sharp turn and diving deeper before the escort drops them on your position. You will most probably hear the ASDIC 'ping' before the attack commences. Once you hear it, then it means that trouble is fast approaching and you need to act immediately!

Once the escort finishes its attack run, it will most likely lose contact and will need to re-establish it. This is a great opportunity to either sneak away under the surface, or make another attack attempt (as the escort has now left the convoy, trying to hunt you down).

Fighting an escort vessel can be a nerve-wracking experience, but if the officers can keep their composure and maintain discipline, then the U-boat and its crew will hopefully live on to fight another day!

5. Dealing with air patrols

Whenever you hear 'Flieger alaaarm!' It means that an airplane has been spotted.

● Remaining on the surface

Remaining on the surface when faced with an air patrol is never advised, but sometimes there is not enough time, or the technical condition of the submarine might not allow for a fast dive.

● Diving

This is the only recommended course of action, and the dive has to be fast enough in order to avoid detection and attack. This is the main reason you should always have the crew ready for diving when sailing on the surface.

PLEASE NOTE: air patrols have not been fully implemented in the game yet.

6. How to play as

- The Captain
- The First Officer
- The Navigator
- The Chief Engineer

THE CAPTAIN

Suitable for: natural-born leaders and quick decision-makers.

You are responsible for:

- commanding the submarine
- keeping track of orders and crew morale
- mobilizing the crew
- issuing orders
- carrying out torpedo attacks
- addressing the crew

1. COMMANDING THE SUBMARINE

Being the Captain means much more than simply telling everybody what to do, so be prepared to test your leadership skills to the fullest. To be an efficient leader you have to:

- **Keep everyone focused and organized.** If you don't, then chaos will ensue long before you enter combat.
- **Make yourself clearly understood.** Issue one order at a time and make sure it is carried out from start to finish.
- **Think in advance,** and give everybody enough time to react.
- Remember that **each watch has differently allocated skill icons.** This means you must reorganize the crew after each change of the watch to keep stations manned.

- **Prioritize:** not all issues demand immediate action. For example, don't go about repairing or administering first aid if there is an enemy that is running away! First assume the pursuit course, and then you will have plenty of time for everything else that you might need to do.
- **Discuss possible solutions with other players.** Don't stifle their initiative, as they may remind you about something you have missed.
- **Maintain initiative in combat.** Stay undetected and act fast, or the enemy will overwhelm you! If you don't make quick decisions, then instead of attacking you will be fighting to survive.

2. KEEPING TRACK OF ORDERS AND CREW MORALE

- **Don't forget to advance the order or the morale track each time you issue an order or announce mobilization.** It is a good habit to lay your hand on the order token each time you are about to command the crew.
- Make each order count, as you will soon find yourself facing the choice of paying costs on the morale track. This is not the end of the world, but the more you use it, the more difficult your situation might later become.
- Try limiting your command ambitions with the actual capabilities of your crew. Don't attack if your men are on their last legs. You can buy them some time if you stalk the target for a little longer. If you attack when your men are well-rested, the attack will have a much better chance of succeeding.
- Attempt to synchronize the rhythm of your commands with the watch changes. Don't forget to regularly consult the First Officer regarding the upcoming change of the watch - this will allow you to plan accordingly and will help you reach your long-term goals.
- It's no big deal if you end up on the orange section of the Morale Track, but red usually means serious trouble. Remember to use your Captain's cards to alleviate crew stress and improve the morale whenever possible.
- It is not recommended, however, to play the cards when you are paying order costs on the Morale track. They are far more effective when you play them while paying costs on the order track. Try not to get caught in a situation where you really have to play one of the Captain's cards while paying on the Morale track, as this will severely limit the bonus that you get from the card.
- Don't forget to **reset the order track at 06:00 and 18:00** (watch out for the triple bell). This is very important for your commanding ability, so don't miss that signal!
- **If you ever have to advance the morale track and there is no space to do that, then the crew defects and surrenders the submarine to the Allies! Whatever you do, you must not let that happen!**

3. MOBILIZING THE CREW

When you announce mobilization, always communicate which orders you wish to set up the crew for. The more you can achieve with a single mobilization, the better.

Make sure to think twice before committing to mobilization: is everyone where you need them? Will it be possible to crash dive if an air patrol comes by? Always try thinking two or three moves ahead, so that you really use each mobilization to the fullest.

4. ISSUING ORDERS

Once sailors are in position, you can issue particular orders. Contrary to mobilization, **it is advised that you issue orders one by one** and make sure each one is carried out from start to finish. This is of paramount importance and will help you keep everything in check. Never give players more than one order at a time, as it will make keeping track of orders much harder and may induce chaos among the crew.

5. LAUNCHING A TORPEDO ATTACK

How to launch a torpedo attack

Launching a torpedo is a multistage process. It is worth the effort, however, as it allows you to unleash the most vicious of the submarine's weapons. In order to fire a torpedo, you will need to locate your prey, approach it skilfully, program the targeting computer, prepare the tubes, and finally fire. The Navigator and The First Officer will be heavily involved in the preparations, but, in the end, it is your men who will be responsible for making things happen. Torpedoes can be launched either from the surface, or from periscope depth, yet you have to obey certain principles.

Intercept vectors

First of all, the Navigator has to work out the correct intercept vector, i.e. the angle of approach. The most desirable attitude is perpendicularly to the target, straight 90 degrees in relation to its course. This sort of approach exposes the target's broadside, thus considerably increasing hit probability. The more the intercept vector diverges from the 90 degrees, the smaller the chance to hit becomes. Therefore, attacking a target from the front or the rear makes for a very small target, with very low torpedo hit probability.

Distances

U-boat sees enemy: under 7 miles

Enemy sees surfaced U-boat: between 3 and 4 miles

TDC range: under 3 miles

Enemy sees periscope: around 800 meters

Procedure

The crew members under your command are torpedo experts. As soon as the submarine assumes the intercept vector, get your men to stations. Don't wait it out till the last minute, and try having a fresh crew in the torpedo room. Launching a full salvo and reloading requires a lot of their effort, so it's best to have a well-rested torpedo crew, or they might need help from the other players.

Acquiring the target

The periscope is an indispensable tool when it comes to observation and torpedo attacks. It can be deployed only

when the submarine is submerged to no more than 10 meters below the surface (periscope depth).

Programming the TDC (torpedo data computer)

This device is responsible for torpedo targeting, and the appropriate information has to be entered into it before torpedoes can be launched. Make sure the distance is more than 300 meters and less than 3 miles, or otherwise the attack will not be possible.

Flooding torpedo tubes

Once the tubes are 'programmed' via the TDC, you must flood them. After that happens, the torpedoes are ready for launch.

Firing torpedoes

This is the moment everybody has been waiting for! Issue the order and wait for the explosion.

Following is the whole torpedo attack sequence in short:

- acquire target
- assume position for approach
- calculate intercept vector
- approach target
- man battle stations
- program the TDC
- flood torpedo tube(s)
- fire!

6. ADDRESSING THE CREW

This order allows you to play the Captain's cards. You begin each mission with a few, but you may gain more from the event deck. Use them wisely, as they are your only reliable source of morale boost.

THE FIRST OFFICER

Suitable for: players with solid communication and digital skills

You are responsible for:

- operating the companion app
- manning the helm
- administering first aid

1. OPERATING THE COMPANION APP

The app is an integral part of the game, and being the First Officer lets you play with arguably the best toys on board of the U-boat. You can fiddle around with the hydrophone, launch torpedoes, and more! You are also entrusted with reporting information to the remaining players (such as events, enemy activity, etc.), as well as inputting the Captain's commands into the app. Below you will find a few helpful hints to get you started:

- **Report everything that appears in the information feed.** The remaining players will be counting on you to deliver the information in a timely manner –

there are situations where it can make the difference between life and death!

- **When the Captain issues an order, key it in straight away**, but always make sure the crew is in position before hitting 'OK'.
- **A double or a triple bell means a watch change**, with the triple bell also allowing the Captain to reset his Order Track. Pay attention to these, as they are crucial to game mechanics and the rhythm of play.
- **Pay attention to what is being said, especially by the Captain.** Monitoring communication is an essential skill for the First Officer, as missing an important message may have disastrous consequences for the entire crew.
- Conversely, **the First Officer must use all reasonable endeavors to make himself heard and understood** by the other players.

2. MANNING THE HELM

In order to steer the submarine, you need to have two helmsmen in the control room. This is the most mission-critical part of commanding your crew, so it is best that you make sure your helmsmen are in position **at all times**. The remaining sailors that are under your command are mostly needed in Officer's quarters, so make sure to reposition your men each time you have the option to do so.

3. ADMINISTERING FIRST AID

When you make a decision to treat sailors' wounds, make sure that what you are doing is absolutely necessary, as **medical supplies are scarce and non-replenishable**. Your top priority should be sailors who have got wound tokens in their activation spaces, because a second wound token would cause them to be KIA.

THE NAVIGATOR

Suitable for: players with good spatial awareness or sailing experience

You are responsible for:

- navigation (strategic and tactical)
- sending observers to the bridge
- meal preparation

1. NAVIGATION

The role of the Navigator is much easier than it initially looks, and offers probably the most satisfying gameplay experience of all. While there is no math involved, then again a basic understanding of a few key concepts is required in order to be an efficient Navigator:

- Precision is important, but you need not overdo it. WW2 took place long before the invention of the GPS and sailors still had to rely on the sextant, the sun and the stars for navigation. Although this system was quite precise, then they often could not determine their po-

sition in bad weather, and would often end up miles away from their assumed location. Bear that in mind and treat it as a part of the experience – not knowing exactly where you are is no big deal and may happen more often than not!

- **The game features strategic, as well as tactical navigation.** Strategic navigation lets you determine the course towards mission objectives, as well as your position on the strategic map. You can check it using the sextant or the distance ruler. It is a good idea to note down certain mission-critical information on the map (such as the current course, or the time and date when the mission began). Tactical navigation, on the other hand, is used in combat situations. This kind of navigation is carried out on the tactical map. It is used to determine the position of the U-boat in relation to other vessels around it. This is the most mission-critical skill of the Navigator: if he makes a mistake or loses focus, then the whole attack plan could fail. Thankfully, you have a very potent tool in your arsenal, namely the Attack Disk. It will provide all the solutions you need, provided you know how to use it. Therefore, **make sure to familiarize yourself with the attack disk before beginning your first mission!**

- **Directions in UBOOT The Board Game are given in a 360 degree scheme.** It works similar to how air-men used to call directions, where '12 o'clock' means 'straight ahead', three o'clock is to the right, six o'clock to the rear, etc. The same applies to the 360 degree system: 0/360 degrees is the North (or straight ahead) 90 degrees is the East (or to the right) 180 degrees is the South (or to the rear) and 270 degrees is the West (or to the left). If you have ever had the pleasure of using a compass, then adopting this approach should be like a walk in the park.

- With the above in mind, you need to differentiate between the two most important navigation parameters: course and bearing. Courses are calculated in accordance with the cardinal points. When speaking about **course**, 0/360 degrees is always the North, and 180 degrees is the South. However, when speaking of **bearing**, the degree values are counted **from the U-boat's bow (with the bow being 0/360 degrees)**. It means that when the First Officer reports 'enemy bearing 90 degrees', it means that the enemy is straight to our right, and not necessarily East of us! That's why you must never confuse the green (bearing) and white (course) parts of the Attack Disk. If you do that, then your navigation will be far from accurate.

Using the Attack disk and the tactical map

As already mentioned, the Attack Disk is your greatest ally. Master its use and your manoeuvres will be impeccable. Neglect your training, and it is likely that the crew will go back home empty-handed.

Everything starts with the green disk, which denotes the course of the U-boat. It should be updated by the Navigator before any other parts of the disk are rotated. To be sure, its yellow arrow (Uboot course) should be pointing to the current course value **on the white disk**. You can

now place the Uboot marker on the tactical map, orienting it with the course of the U-boat on the attack disk.

Next, target bearing, distance, and course will be relayed by The First Officer. The bearing value determines where the enemy vessel is located in relation to the submarine. Rotate the black arrow in the centre of the disk, so that it points to the bearing value **on the green disk**. You already know which direction to look for the enemy, and you can start updating the tactical map.

Then comes the distance. It tells you how far the enemy is, so you can update the map further (each space on the tactical map represents one sea mile).

The last piece of information is the course of the enemy vessel. It is to be marked by turning **the black disk** so that its yellow arrow (contact course) points to the reported course value **on the white disk**. Having done that, update the course of the enemy on the tactical map, so that the tip of the token points in the appropriate direction. You should now have a full view of the situation on the tactical map.

Setting up for the attack

In order for the attack to succeed, the Navigator must plot an intercept vector. He should take a look at the tactical map and discuss the necessary maneuvers with The Captain. There are several things to consider here (the course of the target in relation to the course of the submarine, distance, speed, etc.). Ideally, the maneuver should position the submarine ahead of the target, at 90 degrees perpendicular to the target's course, as well as within torpedo firing arc and range.

Pursuit course

If the target is moving away, then assuming the same course for pursuit purposes is a good decision, as long as the U-boat maintains enough distance not to be seen. It is also better to stalk the prey on the surface, thus gaining a significant speed advantage.

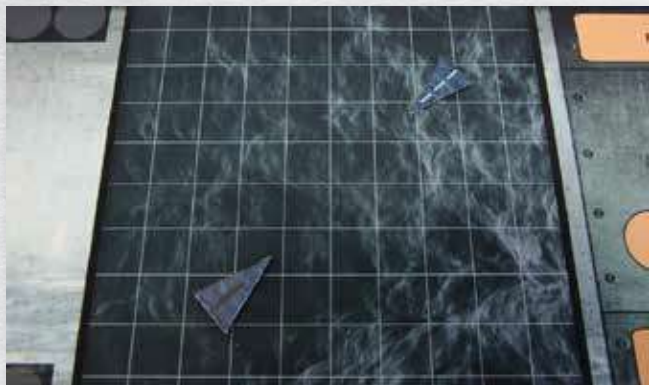
Intercept vector

Once the enemy is overtaken, the crew must prepare to make a turn, assuming the 90 degree intercept vector while diving to avoid detection. The crew must stay focused while approaching the target, as course and speed corrections will be necessary more often than not. Observe the target through the periscope or use the hydrophone to make sure that your approach is as precise as possible.

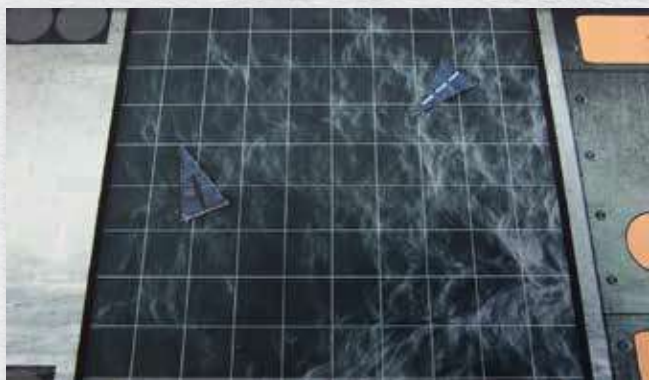
The golden rule of a successful attack is to remain undetected, even if the target is a lone merchant. It is therefore advised to close in on the target submerged (preferably at periscope depth), and stay as far away from escorts as possible.

Maneuvering examples:

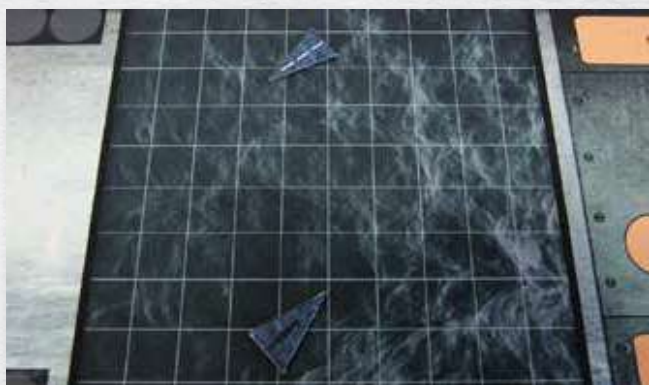
Below you will find a few examples that should help you with your first steps as the navigator. **All of these examples assume that the U-boat is on the surface and that it has not been detected by the enemy.**



When on a collision course with the enemy, it's never advised to continue - the accumulated speed of the U-boat and the enemy will result in the distance closing much faster than you would expect.



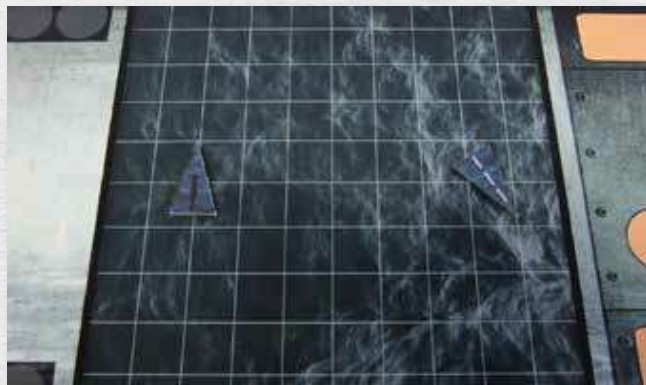
Diving seems like a good idea, but it's much better to turn first, and then dive. The reason is that if there are escorts in the group, then they will most likely detect the U-boat with their sonar.



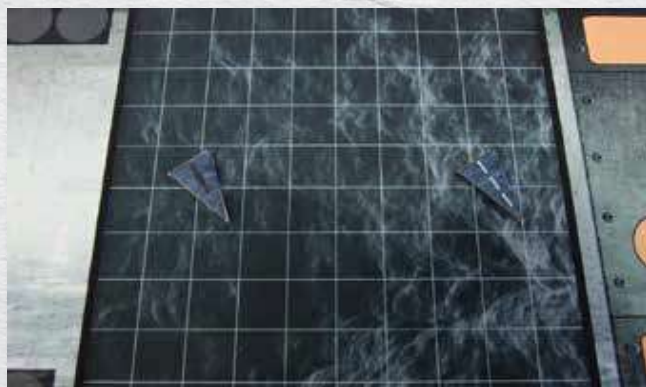
When passing by, diving is enough to stay safe.



If, however, you decide to attack, you should assume the broadside approach to attack the enemy.



If the enemy is getting away and you wish to chase them...



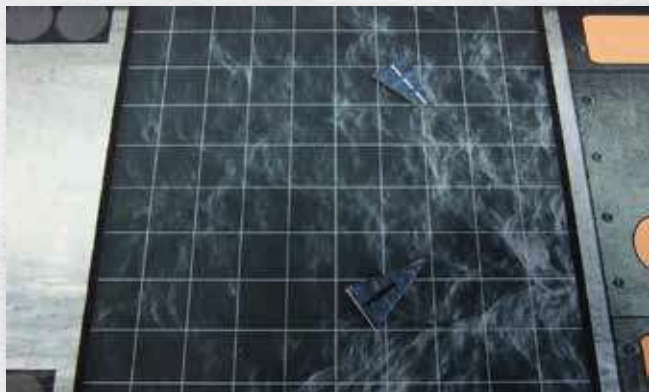
...then it is best to assume a pursuit course (their course) while staying outside visible range.



When running on diesels at full speed, the submarine is much faster than merchant vessels, and you will overtake them in a few hours of in-game time.



Once you are ahead of the target, turn to the intercept vector for broadside approach and dive. At this point, it is important to use the hydrophone and the periscope to make course and speed adjustments.



If you ever end up with the enemy behind you...



...then don't forget that you have an aft torpedo tube as well!

5. SENDING OBSERVERS TO THE BRIDGE

This is your main task as regards crew repositioning. The submarine will spend a lot of its time on the surface, and **your crew members must keep watch on the bridge at all times**. However, don't forget to get them inside before the Captain orders a dive!

6. PREPARING MEALS

Your last responsibility is to prepare meals for the entire crew. **Cooking should be done once daily**, and the menu may (or may not) affect crew morale. If you have several combos available, don't go for the best from the outset. It's better to cook something delicious when the morale has gone down.

THE CHIEF ENGINEER

Suitable for: players excelling at problem solving and prioritising.

You are responsible for:

- repairs
- commanding the engine and ballast crew
- updating the depth gauge and the engine room telegraph

1. REPAIRS

You are a very important person on board of the submarine. Being in charge of repairs and handling the lion's share of maneuvers means that mission success largely

depends on your performance. Moreover, you are responsible for neutralizing dangerous environmental conditions on board, and even saving the U-boat from certain doom if it sustains critical damage! Before things go that far, however, you will be entrusted with performing routine maintenance tasks – do not disregard these, as they will escalate into more serious problems as the time passes. A few starting tips follow:

- **Immediately mark all the reported technical conditions on the technical view of the submarine, and all environmental conditions on the 3D model.** The First Officer will report all technical matters to you, so make sure you pay attention to what he says.
- **When the First Officer reports a technical condition, you can ask him to investigate how bad it is.** After a few games you will have a rough idea of the number of sailors you need for repairs, but even then it is good to make sure how things are.
- **Ask the remaining players to help you with repairs.** You are responsible for fixing things, but don't hesitate to ask others to help you. Your crew is very busy when maneuvering, and it's a bad thing to leave engines and ballasts unattended. Therefore, as the officer in charge of repairs, make the other players' sailors repair as much as they can (especially if they happen to be in the right section to perform the repairs that you need!).
- If the number of sailors performing repairs changes during a repair in progress, then make sure to report the current count of the repair crew to the First Officer, so that he can update it in the companion app.
- Make sure to have the appropriate equipment if you wish to deal with Environmental Conditions. When preparing to get rid of them, always be mindful of where your tools are, so that you don't need an additional mobilization order just to move your toolboxes around.

2. COMMANDING THE ENGINE AND THE BALLAST CREW

All four of your crew members participate in maneuvers, so it is best if you keep them at the ready throughout the game. This means that you will need to reposition your men after each watch change, so make good use of every mobilization (or request one from the Captain if necessary).

3. UPDATING THE DEPTH GAUGE AND THE ENGINE ROOM TELEGRAPH

The two gauges that you can find on your player panel are the depth gauge (on the left) and the engine room telegraph. Make sure to update them whenever their values change. While not mission-critical, they act as reminders for both you and the other players, allowing you to save precious time that you would otherwise waste on confirming their status with the First Officer (who might have more pressing matters to attend to).

CLOSING COMMENTS

I sincerely hope that this little guide has shed some light on the basics of WW2 submarine warfare. UBOOT The Board Game is still at an early development stage and we hope to add many exciting functionalities to the game. That being said, I wish you a good time with the preview, and happy hunting!

Artur Salwarowski

The image shows the title 'UBOOT' in large, metallic, blocky letters. Below it, 'THE BOARD GAME' is written in a smaller, similar font. At the bottom, 'QUICK START GUIDE' is written in a white, serif font on a black rectangular background.

UBOOT

THE BOARD GAME

QUICK START GUIDE

When the mission begins, you should:

1. Plot a course towards mission area.
2. Set the diesels to full speed ahead.
3. Set the course as plotted.
4. Send observers to the Bridge and order them to watch their sectors.

When you encounter enemy vessels:

1. Keep your distance or dive to avoid getting spotted (remember that diving reduces your speed by half).
2. Before deciding to attack, identify how many merchants (bigger ships) and escorts (smaller ships) there are in the group.
3. Avoid ending up in front of the escorts, as they can detect you with their sonar even if you are under the surface.

When you decide to attack:

1. Update the tactical map.
2. Maneuver on the surface (as this gives you a speed advantage) **but keep at least four miles away from the enemy** to avoid getting spotted.
3. Setting the same course as the enemy is often the easiest way to assume the desired attack position, which is ahead of the enemy and to their side. This will allow for a broadside approach.
4. Dive and set the course towards the 'broadside' mark on the attack disk.
5. Monitor the approach via the periscope or the hydrophone. Correct your course and speed if necessary.
6. Ready the torpedo crew and engage the torpedo data computer (TDC) once the enemy is about 3 miles away.

When attacked by a destroyer:

1. If on the surface, dive immediately or the U-boat will sustain heavy damage! The enemy will also try ramming the U-boat if given the chance.
2. When you hear the sonar 'ping' underwater, it means the destroyer has found you and is closing in for a depth charge attack!
3. To avoid the attack, make a sharp turn and dive deeper as quickly as you can.
4. If you keep going in a straight line and at the same depth, you are making things too easy for the enemy! Sustaining critical damage is very likely in this situation.

In case of a hull breach:

1. Dive or attempt to otherwise escape from the threat so as not to receive more damage.
2. Complete the hull breach puzzle before the timer runs out. You need five repair crew in the breached section to do that.
3. **DO NOT press 'YES' in the app before the puzzle is completed!**