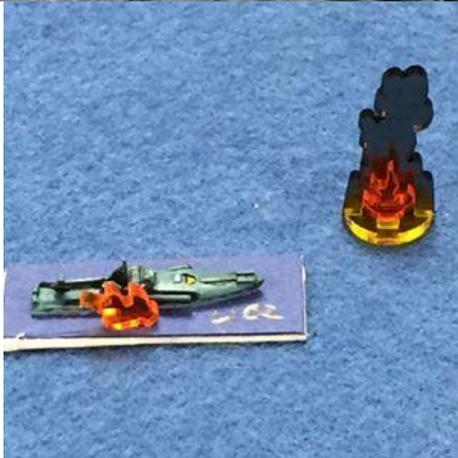
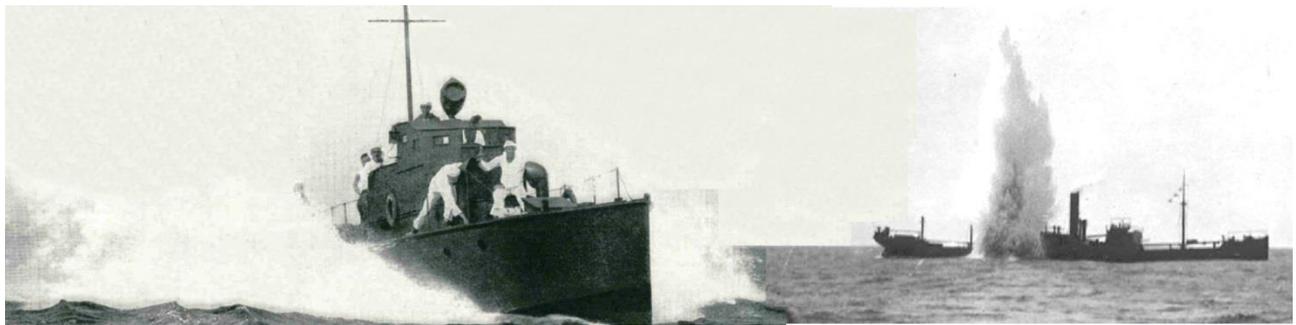


FURY ON THE LAKES

SCENARIOS & CAMPAIGN BRIEFING



BY DAVID GREGORY

THE PT DOCKYARD

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AUTHOR'S NOTE

The following narrative is simply to set the background of the conflict that is the basis of Fury on the Lakes. I did not perform any in-depth analysis of economic factors, naval construction capabilities or terrain conditions. Maps were consulted and where I have had the opportunity to visit those observations are considered. I have, however, extensively researched the boats and equipment found in the game, all of which either existed, were designed or could have been developmental outgrowths of craft and equipment found in our timeline during the same period.

At the time of writing (February 2016) some of the miniatures in these scenarios are in the process of being released. These will be out in the next few months. I have other ideas percolating so stay tuned- so much more is coming for this alternate conflict.

INTRODUCTION

The US and British controlled Canada came to blows in the Caribbean War of 1892 when British naval squadrons bombarded US cities on Lakes Erie and Ontario after defeating the small and antiquated US squadrons on each. The resulting treaties established limits on the size and number of warships and coastal fortifications. These treaties served the dual purpose of limiting the extent of militarization of the lakes while at the same time allowing both the US and Britain to spend precious peacetime naval budgets elsewhere. Warships were not allowed to carry guns larger than 10" and were limited in tonnage and number. By 1910 each side had squadrons of four to six small battleships on lakes Superior, Huron, Erie and Ontario. The squadrons on Huron and Superior were somewhat larger and supported by small cruisers given the size of Superior and the large Canadian controlled Georgian Bay east of Lake Huron. Erie and Ontario Had Battle Fleets as well but more emphasis was given to cruiser squadrons that could be across the lake, engage the enemy and return all in 8-10 hours. The US used Lake Michigan as a support base for Lake Superior's naval forces and defended it more with dense minefields to the north rather than a separate fleet. Both sides built canals that allowed transit between the lakes outside of the other sides' artillery range and observation.

War came to the lakes late in 1914 and the cold winter started early. The first forays by both sides were disastrous- the US losing two battleships in October (out of a squadron of four) in Lake Ontario to mines while trying to bombard Canadian canal lock facilities in Trenton. A November US cruiser raid into Georgian Bay fell afoul of two Canadian submarines resulting in three cruisers sunk and one heavily damaged, this last one providing a demoralizing image as she sailed slowly into Bay City on with survivors covering her deck and smoke pouring from her shattered hull.

Canadian capital ships fared no better, encountering US submarines off Toronto and Nipigon and losing two battleships and a cruiser by the first week of December. The ice closed in and both sides evaluated their options.

Meanwhile, the land war began without the planned naval support. US forces invaded Canada near St. Catharines and after a few months of hard slogging cut off the Welland Canal. From Detroit US forces pushed east, driving into Canada almost fifty miles before bogging down to trench warfare. These two

advances cut Lake Erie off from other Canadian controlled lake areas and for the duration of the war only smaller craft could be added to the Canadian naval forces on Erie.

The Canadian and British forces contented themselves in 1914 with a drive into Michigan's Upper Peninsula, opening up Sau St. Marie and threatening the northern entrance to Lake Michigan. Neither side had the forces available to fully exploit these initial gains and the spring of 1915 saw all areas settle down to trench warfare.

At the start of the war each side possessed token coastal torpedo forces on the lakes. A few old steam torpedo boats were found in each body of water along with a dozen or so very small US steam torpedo craft originally intended for transport by ocean going battleships to raid enemy harbors. Small destroyers were available for offensive operations but were still vulnerable to minefields and had to plan operations carefully.

A few officers on both sides proposed some alternatives for expanding small craft to take the war to the enemy's shore. In Montreal, the Yarrow built prototype motor torpedo boat had been tried out successfully a few years earlier but dismissed by the conservative Admiralty. Now, the design was again brought forth and a batch of trial boats were built inside indoor build slips while winter raged outdoors.

In October 1914, three small motor launches built in Greenport, CT had chased a Canadian submarine into and through a defensive minefield north of Toledo for hours without detonating a mine. The crews realized their navigation error only when the Canadian sub detonated not one but two mines. The Naval district commander took note and also remembered a warehouse in New York City that had crates of torpedo dropping gear built to modify civilian craft for harbor defense. The Greenport Basin modified one launch to carry two 18" torpedoes aft. Tests in the chilly waters near the basing proved successful beyond hope but the powers that be were reluctant to start modifying anti-submarine craft into some jury rigged miniature torpedo boat.

When spring arrived the Canadians struck first, using torpedo armed steam launches to sink two freighters near the northern mouth of the Clinton Canal near Niagara. Within a week, the two flotillas of Yarrow boats, each only made up of four boats, had struck twice more off Rochester and Alpena, sending another freighter and a destroyer to the bottom while racing away unscathed.

In the US, a crash expansion of the Greenport launch program was started immediately with new boats all mounting the torpedo dropping gear. At the same time the Canadians ramped up build of more Yarrow boats and reviewed a new proposed design by Albert Hickman called the Sea Sled.

By the summer of 1915 small craft from both sides were raiding each other's shipping lanes and growing in skill. Both sides used slow motor launches armed with small guns and anti-submarine weapons to escort merchant shipping throughout the Great Lakes. The Canadian Bertram class launches proved particularly effective in all roles, being used as gunboat escorts, minesweepers and submarine hunters. Their large, well compartmented hulls made them tough customers and US boats feared then above all other possible challengers. The US Greenport launches also served as escorts and torpedo craft, their high speed proving effective several times in running down retreating Canadian motor torpedo boats.

During this period, another type of coastal war erupted on Lake Champlain. There, for the third time, this small lake became the scene of naval combat as the British and Canadians launched an offensive into the US with the intent of capturing Albany and threatening New York. Small gunboats, including some small monitors of French design origin, supported ground forces as they surrounded Plattsburgh, NY only to be

halted by dug in US forces. The resultant stalemate lasted until mid-1917 when the US finally could muster the forces to begin pushing the Empire forces back. The naval actions over this period involved a polyglot collection of armored river gunboats, small launches, landing craft, armed canal barges and civilian craft and a few torpedo boats. Raids among the Islands on the lake were constant and vicious and neither side ever completely dominated the other until the final weeks when a large flotilla of armored gunboats pounded their way north to support the US ground advance. A few times boats encountered enemy armored trains on the shores, putting speed and small arms against steel and heavy artillery. A similar campaign simmered in the western end of the St. Lawrence River, where neither side wanted to expend the forces needed to storm the enemy's fortified shores. Small armored boats fought a hide and seek campaign in the Thousand Islands for the duration of the war.

As the war dragged on, each side brought designs from Europe. The Canadians started building the Thorneycroft CMB designs while the US took German motor torpedo boat designs and modified them to US doctrine. The Hickman Sea Sled was also perfected and proved to be deadliest of all, able to handle the rough waters often found on the lakes while racing along at speeds no US craft could match. At the same time coastal forces on both sides encountered a new foe- the aircraft. Convoys had to be escorted by dedicated "Archie Boats" which were often no more than modified tugs or barges mounting whatever anti-aircraft guns were available. Torpedo craft found they had to hunt almost exclusively at night when their airborne tormentors were grounded. By 1918 large boats were placed in service, the Canadians using their 70' CMBs for fast minelayers while the new 76' three tube Liberty Mk2 boats gave the US coastal forces deep penetration capability given their extra-long range.

Much of the stalemate on the lakes was broken in mid-1918 by renewed US offensives. By now the supply flow from England had dried to a trickle and the Canadian war effort was exhausted. The US navy mounted a massive amphibious operation across Lake Superior in May of 1918 landing east of Nipigon with the strategic intent of cutting the rail line to Hudson Bay. The landing saw the last major attempt by massed Canadian Naval forces to disrupt US operations and was the hardest fought naval battle on the lakes. Coastal craft from both sides tangled with each other as they tried to break in to support the capital ship fleets. Canadian Hickman and CMBs scored several successes, including torpedo hits on a US battleship and two cruisers while US Liberty boats broke up a Canadian destroyer attack on the western transport anchorage. After two weeks of daily and nightly engagements the Canadian naval presence in Superior was effectively destroyed. Canadian ships in other lakes continued to resist and fought with dwindling numbers until the conflict ended in an armistice in April of 1919.

Scenario #1 Raid on Niagara

The US had built the Clinton Canal to allow access from Lake Erie to Lake Ontario in the late 1800's. The canal connected with Ontario twenty-two miles from the Niagara River and was well defended against bombardments and Canadian landings.

A convoy of three freighters anchored off the canal at sunset on March 10, 1915 awaiting entrance later that night. The destroyer escorting them began sailing away and the coastal defenses watched the horizon for enemy warships. No one noticed the small shapes coming in slowly from the west...

Time: Night
Visibility: 1800 yd.
Wind: 6kt
Seas: Calm

Forces:

US: 1- Tioga class destroyer- moving 6 kts to east from convoy anchorage
3- Large Freighters- anchored 2000yd off canal mouth
2- 40' Scout boats (one each east and west of anchored ships)
Shore Batteries: 4- 3" Long., 2-6", 4 searchlight positions (player discretion for set up)

Canadian: 4 Steam launches with 2-14" torpedoes each
1 Vickers patrol launch 2500yd to west to cover withdrawal

Canadian boats will try to get into position for unobserved torpedo launch. Vickers launch has smoke making apparatus to make smokescreen but the intent for this is to cover the withdrawal.

Scenario #2 Huron Ambush

Canadian naval forces used Georgian Bay as a sanctuary and a base of operations to launch forays into Lake Huron. The embryonic US Navy coastal forces devised a plan to turn these raids around on the culprits.

A small convoy of shallow draft barges is conspicuously running up the

Time
Visibility: 2700 yd.
Wind: 15kt. Cloudy
Seas: Light

Forces:

US: Sailing north 750 yd. from Michigan coast- 1- tug and two barges, 1- Elco Patrol Launch. Speed 6 kts.

Barges are shallow draft. Count as "Small" for torpedo targets

Positioned 2000yd north of convoy and 250 yd. from coast: 2- Greenport Torpedo Launches, 2- 1910 Torpedo Boats. Staying ahead and to shore of convoy.

US Objective: Bait any Canadian naval forces into attacking and sink them via torpedo before they sink

Canadian forces: 2- Cricket class Destroyers. Enter NE of convoy

Objective: Sink or cripple any US vessels encountered. Disengage if larger forces detected.

Scenario # 3 Coastal Convoy

This is a Generic scenario for a small unit action.

Naval craft are escorting a straggling lake freighter to the next port. Escort is one destroyer and one small launch. Coast is 4000yd to one side or another.

Attacker works ambush with 2-3 MTBs. Either one patrol launch or one destroyer will act as cover or diversion (player's choice) to allow MTB Attack.

Visibility: 2700 yd.

Wind: 9kt. Cloudy

Seas: Light

Weather could be rolled randomly per rules as well

Scenario #4 Pelee Island Dance Party



Pelee Island had been a Canadian bastion in Lake Erie since the end of the Anglo-American conflict in the 1890's. The US tried to cut it off and bombard it on a regular basis but in mid-1916 the decision is made to take the island by amphibious landing. After a preparatory bombardment by lake battleships and aircraft, US Marines begin to head inshore in their "Turtles", the armored landing craft designed for lake use.

At the same time, Canadian Royal Marines are headed to the island as emergency reinforcements in their X-lighters. Small gunboats provide cover for both sides as the forces approach shore. Neither side is aware that the other is landing- the Canadians considering the bombardments as business as usual.

The right flank of the US force notices odd landing craft off to their right and intermingled with their own number. The craft look bigger, are of a different shape and....

One of the most unorthodox naval battles of the 20th century ensues.

Time: Night
Visibility: 300 yd. Raining
Wind: 9kt
Seas: Calm

Forces:

US: heading NW toward island

- 8- 50' Landing barges. Each has 3 squads U.S Marines
- 1- 58' Armored Gunboat
- 1- Armed Barge Mk 1
- 1- Elco Patrol Launch

Canadian: Heading West toward Island

- 4- X-Lighters. Each had 7 squads Royal Canadian Marines
- 1- Armored Coastal Monitor
- 1- X-lighter Gun
- 2- Steam Picket Boats

Canadian Shore Batteries:

- 2- 4.7" guns
- 1- Searchlight

Forces start with closest craft 500yd away on course as shown



Scenario #5 Sowing Trouble

Mines were one of the primary weapons on the Great lakes, both in securing shipping lanes from enemy incursions and attacking enemy vessels in areas they thought safe. Rapid losses of several capital ships to mines led to the virtual immobilization of US and Canadian large naval units.

Each side strove to lay undetected minefields in the other's shipping lanes. This was accomplished using coastal craft that were far less vulnerable to the protective minefields that had to be crossed on the way over. This offensive mining became so much an issue that both sides mounted offensive "hunting parties" that tried to catch the other side's minelayers at work.



Time: Night
Visibility: 300 yd. Raining
Wind: 9kt
Seas: Calm

Forces:

Minelayer:

4 – 70' CMB (Canadian) or Elco Patrol Launch (US)

Hunting Party (Canadian):

2 - Vickers Patrol Launches and 1 Bertram Patrol Launch

Or

2 – Cricket class Destroyers

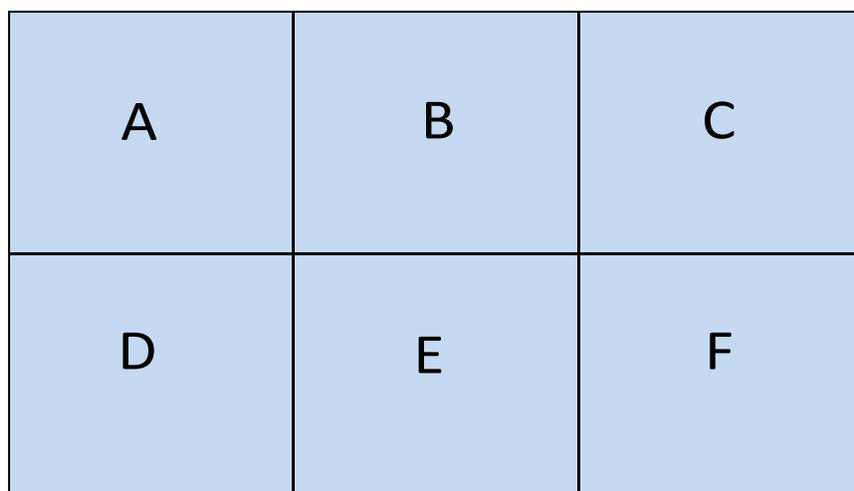
Hunting Party (US):

3 - Greenport Patrol Launches

Or

2 – Tioga Class Destroyers

Map



Hunting forces deploy from the outside left edge of D moving toward E

Minelaying forces start at border of C and F. Goal to lay at least six mines each in F, E and D.

Boats can lay two mines each turn maximum at any speed. Mines must be 200 yd. apart.

Scenario #6 Thunder Bay Assassins

Canada only had one Lake Battleship, the *Hudson*, in Lake Superior. She acted more as a fleet in being, sailing between Port Arthur and Nipigon and avoiding direct action with US forces. Strategically she caused a sever complication to US forces who wanted to invade near Nipigon and cut the rail line that led to Hudson Bay, one of the main supply lines still open (at least in the summer months) for material and reinforcements from Britain.

The Canadians ran heavy patrol line east and west from Pie Island across the mouth of Thunder Bay. While running one of her usual patrols, the *Hudson* ran aground northwest of the islands. She is attended by escorts all vigilant for attack by US coastal forces.

The Americans, however, decide to try out a new trick in an attempt to finish off the Canadian battleship.

Time: Night

Visibility: 1200 yd. Raining

Wind: 9kt

Seas: Calm

Forces:

US:

6- Shearer Submersible MTBs

2 –Greenport Torpedo Launches (Covering Force)

Canadian:

3 – Ottawa Class Battleship

3 – Cricket Class Destroyers

5 – Vickers Patrol Launches

2 – Large tugs

Patrolling east west between Pie Island and Canadian Mainland

4 - 86' Drifters

2 – 42' Patrol Launches



All Canadian Vickers launches and Drifters have smoke making apparatus.

US Objective: put as many torpedoes as possible into the *Hudson*.

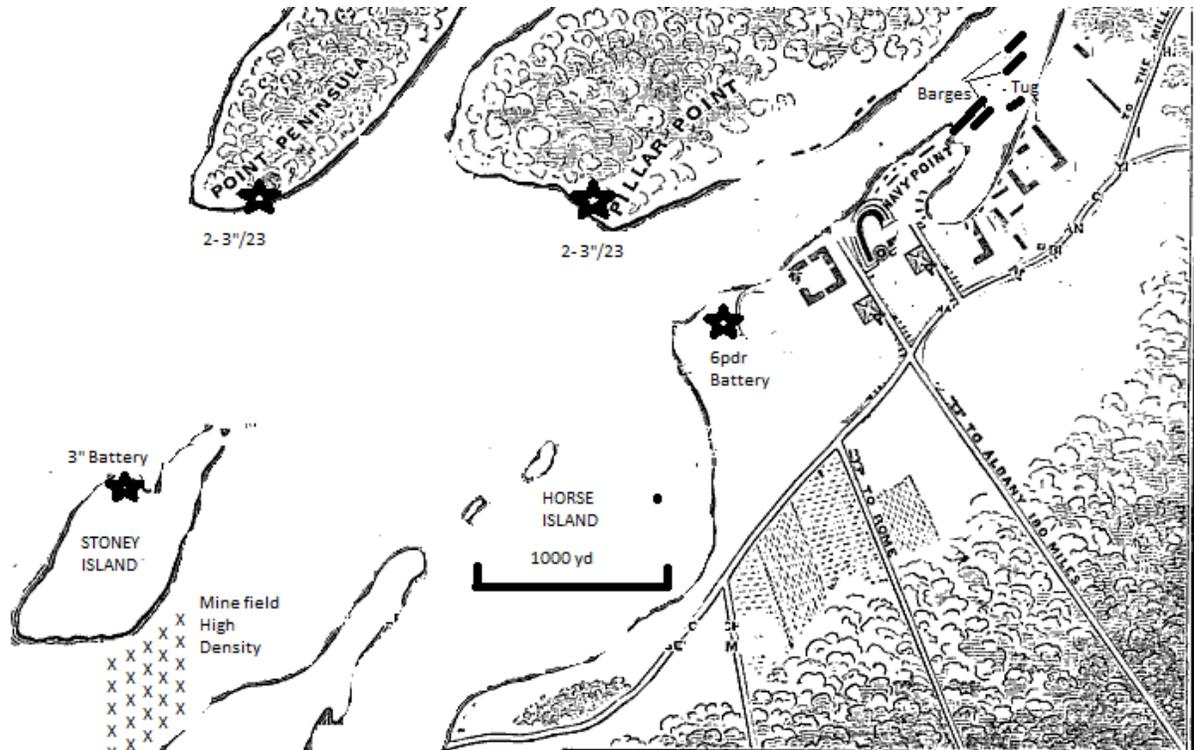
Canadian objective: Prevent any torpedo damage to *Hudson*

Shearer submersible MTB



Scenario #7 Sacket's Harbor Holdup

For most of the war, the US Sacket's Harbor coastal base at the east end of Lake Ontario remained a thorn in the side of Canadian lake traffic from Kingston and at the mouth of the St. Lawrence. Near the close of the shipping season in 1918, Canadian spies learned of a large fuel shipment arriving in three tanker barges. Besides the advantage of denying this fuel to the Americans, the Canadians looked to capture the fuel as the primary objective to provide much needed gasoline for their forces in the Kingston area. An old plan for raiding the Sackets Harbor base is dusted off and updated. A captured Greenport launch is refitted in Trenton and secretly brought to Kingston to act as a Trojan Horse for a daring operation launched one late October night.



Time: Night
 Visibility: 1200 yd.
 Wind: 15kt. Cloudy
 Seas: Light

Forces:

US: 1 Mackinac class Escort- moving 9kts West between Horse and Stoney Island
 2 Tanker Barges- anchored in harbor
 1 Tanker Barge- unloading tied up to jetty with tug
 2- Elco patrol Launches -one patrolling south of Pillar point, one off Sackets Harbor anchored

Shore Batteries: 4- 3" Long North Side Stoney Island with 1 searchlight, 2-3"/23 southwest shore of Point Peninsula , 2-3"/23 South shore of Pillar Point, 4- 6pdr Battery F (see Map) 4 searchlight positions (player discretion for set up)

Ground Forces: US Army:

- 1 Coy (three platoons) in barracks
- 1 Coy (three Platoons) in entrenchments south
- HQ platoon in town
- 6 MGs player discretion placement

Entering from SW Turn 15

- 2-76' Liberty MTBs

Canadian Forces:

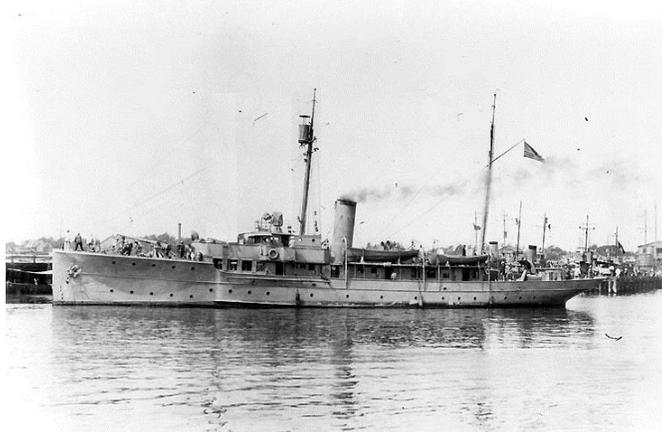
- 1- Greenport Patrol Launch (captured)
- 8- Bertram class patrol launches (6- Platoons Royal Marines)
- 3-Vickers Launches (with smoke apparatus)
- 1- Hunt class Minesweeper
- 2- Yarrow MTBs (with smoke apparatus)

Covering force:

- 3- X-Lighter Gunboats
- 1- Large tug

Canadian objective: Capture fuel barges and tow out of harbor.

Mackinac class escort



Scenario #8 Slugfest off Two Sisters

The Canadian push down the coasts of Lake Champlain was an exercise in poor planning by both sides. The US had woefully obsolete fortifications on the NY border even though this path offered the Canadian/British forces the fastest path the vital American cities and industries. The Canadians, gauging the weakness in the US line, tried an offensive on the cheap that was unable to maintain any real momentum. The holdout of US forces in Plattsburgh effectively stopped the Canadian advance and set the stage for a siege. The winter of 1915 saw the city supplied by truck convoys braving the ice while Grand Isle traded hands multiple times.

In 1916 both sides began operating flotillas of small gunboats with the Canadians attempting to interdict fast supply boats and support the siege while US gunboats bombarded enemy ground forces and forced breakthroughs to run supplies.



July 19, 1916

Time: Night

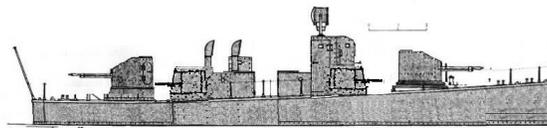
Visibility: 2400 yd.

Conditions: cloudy, Wind 9 MPH

US Forces:

- 4 Mk1 Armed Barges
- 4 58' Armored gunboats
- 1 Armored Greenport Launch
- 2 Tugs with 4 barges

US 58' Armored Gunboat



Canadian Forces:

- 6 Armored Coastal monitors
- 2-X Lighter (Gun)
- 2-Yarrow MTBs
- 1- Bertram class patrol launch

US Objective: Evade or defeat any Canadian patrols, allowing supply barges to make it to southern point of Grand Isle.

Canadian objective: Sink or turn back US supply vessels.

Scenario #9 Protecting the Fields

The other side of the equation was preventing the enemy from sweeping mines. Offensive operations were often preceded by squadrons of minesweepers making safe channels for their forces to pass through. The operations were obviously not welcome by the other side and minesweepers often found they had to defend themselves from attack. This was not always easy when you have sailed into waters full of deadly mines!

Time: Dawn

Visibility: 2000 yd.

Conditions: misty with rain, Wind 6MPH

Attacker:

4 Lake Destroyers

Defender:

8 Motor Minesweepers (Bertram Class, Elco patrol launch)

- OR -

4 Large Minesweepers (Hunt, Bagaduce, converted tugs etc.)

1 Lake Destroyer for support (750 yds. aft of rear minesweeper)

Map

A	B	C
D	E	F

Each square 1500 yd.

Attacker enters in A

Defender starts in F sailing toward B. Sectors E, F and C are High Density minefields.

Defender must turn and run when attacker is spotted. One minesweeper has smoke apparatus.

Hunt class minesweeper

