

18. SUPPLY LINES. (V 11.07.01)

To operate at its maximum strength, a unit must be in full supply. Units determine their supply status by tracing supply lines from a supply source.

The supply status of the phasing players' units, airbases, and cities is checked during the supply movement and judgement phase of their turn. Units in limited supply at this time have a "U0" marker placed on them. Units (or cities) out of regular supply at this time are marked with a "U1" marker or have the existing "U(#)" marker increased by one. Any reinforcements or replacements (Rule ???) appearing in a city automatically have the same supply condition as the city.

18.A. TRACING SUPPLY.

The supply conditions of units depend on the tracing of supply lines. A unit is in supply if a supply line can be traced to it from a supply source.

18.A.1. RESTRICTIONS ON TRACING SUPPLY.

Supply lines are not traceable:

- a) Into a hex occupied by an enemy unit unless it is a dual ownership hex.
- b) Into a hex in any enemy ZOC unless the hex is also occupied by a friendly unit.
- c) Into a prohibited terrain hex (see TEC).
- d) Across a prohibited terrain hexside (see TEC).

18.A.2. TYPES OF SUPPLY LINES.

Supply lines can be traced in the following ways:

18.A.2.a. FULL SUPPLY LINE.

A full supply line may have up to four primary elements (see 1-4 below) and unlimited secondary elements ("a" and "b" below) traced in the following order:

- 1) National supply source (Rule ???).
 - a) High-volume rail line to a major depot (Rule ???) and/or
 - b) Naval to a major depot (Rule ???).
- 2) Major depots (Rule ???).
 - a) Rail (any type) to railhead (Rule ???) and/or
 - b) Naval to railhead (Rule ???).
- 3) Railhead (Rule ???).
 - a) A single supply unit to army HQ Supply Head (Rule ???).
 - b) *Note: Any port or NT also counts as a railhead.*
- 4) Army headquarters "Supply Head" marker (Rule ???).
 - a) Overland (Rule ???) and/or
 - b) Supply Unit to the unit.

Note: One naval element may be inserted into each railroad element (1a, 2a). For example, a national supply source could trace by rail to a port, by sea to another port, down a rail line to a major depot, by rail to an Army HQ on a railhead and then to a unit.

Any primary element may be in the same hex as a lower numbered primary element and suffer no penalty.

Any secondary (but no primary) elements may be deleted from a full supply line with no penalty. **Exception: a unit may always trace an overland (and supply unit) element from a national supply source and be in full supply.** *Note: In effect, this means that a unit can only trace a full supply line if it is tracing from a national supply source to an army HQ unit.*

18.A.2.b. LIMITED SUPPLY LINE.

A unit is in limited supply if any of the following applies:

- 1) An extended supply line (Rule ???) is being traced from a full supply source.
- 2) A truck supply route (Rule ???) is used as part of the rail portion (2a above) of a supply line.
- 3) A unit traces its supply line from a limited or special supply source (Rule ???).
- 4) A unit is tracing supply through another country's HQ.
- 5) The supply line is missing any primary element.
- 6) A unit traces its supply line directly from a railhead or is on a high/low-volume rail line. *Note: If the overland (and supply unit) supply element is being traced from a rail line (Rule ???), use the LIMITED SUPPLY SUMMARY (part of the SUPPLY LINE SUMMARY) to see its maximum length.*
- 7) *Note: Units embarked upon ships' during the supply judgment phase are classed as in limited supply unless there is also an army HQ in the same sea hex that can trace to a national supply source.*

18.A.2.c. EXTENDED SUPPLY LINE.

An extended supply line is traced in the same manner as a full supply line but it replaces 4a above with "i" and "ii" below. These elements must be traced in the following order:

- i) Down a road (not a track) from an army headquarters.
- ii) Overland from a road hex tracing supply to an army HQ.

For example, an Axis unit in clear weather could trace from a national supply source down the rail line to a major depot, down the rail line to a wagon on a railhead, two SLPs to the associated army HQ, 7 SLPs down the road, 7 SLPs overland to a truck and finally, 3 SLPs to the unit.

18.A.2.d. SPECIAL SUPPLY LINE.

A special supply line is any supply line being traced from a special supply source (depots, intrinsic port capacity, or supply units) (Rule ???). Use the special supply line distance as shown on the SUPPLY LINE SUMMARY below. *Note: This may be extended as per Rule ???.*

18.A.3. SUPPLY LINE POINT (SLP).

The distance a supply line element is being traced is represented by supply line points. Different kinds of rail lines, partisans, rail breaks, terrain, etc. will count SLPs differently as shown on the RAIL/NAVAL SLP CHART below.

18.A.3.a. TERRAIN EFFECTS ON SUPPLY LINES.

Terrain may affect length of the supply line traced from a railhead to an army HQ or overland from army HQ. Each hex (and some hexsides) counts as the number of SLPs shown on TECs. Most terrain normally counts as 1 SLP; bad terrain counts as 2 SLPs. *Note: SLPs are counted in a similar manner as MPs.*

Supply lines may be traced across destroyed or temporary bridges at reduced effectiveness. Use the number in parentheses when tracing across a destroyed bridge. *For example, a destroyed bridge across a minor river would only count as one extra SLP in the supply line.*

18.A.3.b. BOMBING EFFECTS ON SLPs.

Each harassment hit or interdiction level marker on a hex adds SLPs when counting overland, rail, or road supply lines as shown on the RAIL/NAVAL SLP CHART (Rule ???).

18.A.3.c. EFFECTS ON NAVAL SLPs.

Enemy naval units, air units and enemy-exerted danger zones increase the SLP cost of naval supply lines as described below:

18.A.3.c.1. EFFECTS OF ENEMY NAVAL UNITS.

When the naval element of a supply line passes near an enemy naval unit, the SLP count is increased as shown in the RAIL/NAVAL SLP CHART. To calculate the range, use the hex closest to the TF or CV that must be passed through by the naval element of the supply line.

Table 1 Rail/Naval Supply Chart

RAIL/NAVAL SLP CHART	
DIFFERING RAIL TYPE EFFECTS	
TYPE OF RAIL HEX	SLP MULTIPLIER
High-Volume	1x
Low-Volume	2x
Uncertified	4x
Different Gauge (enemy gauge)	8x
Different Gauge (friendly gauge)	2x
ADDITIONAL RAIL SLP COSTS	
TYPE OF DAMAGE	ADDITIONAL SLPs COUNTED
Harassment Hit	½
Interdiction Level	½
Collateral Damage	1
Partisan Mode Unit	1
Rail Break	2
Rail Cut/Regular Mode Partisan Unit	4
Double Rail Cut	Impossible
ADDITIONAL NAVAL SLP COSTS	
TYPE OF EFFECT	ADDITIONAL SLPs COUNTED
Port has Collateral Damage	1 x Original Port Capacity
Port Interdiction/Blockade	2 x Interdiction Level
Enemy TF	((TF strength/4) - range) x 10
Enemy CV	((4 x Air units on CV) - range) x 5
Enemy SS	((SS strength x 2) - range) x 5
Anti-Shipping Naval Status #	Total Naval Status #'s of SZs
Tracing in Enemy-exerted Danger Zone	(Port size exerting DZ) x hexes in DZ
Port Hit	4 x Port Hits
Jetty	N/A
Minor Port	40
Mulberry	35
Standard Port	30
Major Port	20
Great Port	10
Unmoved Naval Transport in Port	-10 per NT (minimum of 0 hex cost)

Note: A major depot tracing to a port and then overseas to the national supply source may only expend SLPs from the theatres SP pool if the SLP cost of all the ports in the supply line has been reduced to zero.

18.A.3.c.2. ENEMY ANTI-SHIPPING IN SEA ZONES.

When tracing the naval element of a supply line through sea zones subject to naval interference (Rule ???), add the naval status numbers of any transited sea zones. The result is the additional number of SLPs that are counted.

18.A.3.c.3. DANGER ZONE EFFECTS ON SLPs.

When tracing the naval element of a supply line through an enemy-exerted danger zone, multiply the port size exerting the danger zone by the number of hexes the supply line is in

the danger zone. The result is the additional number of SLPs that are counted.

18.A.3.c.4. BLOCKADES AND PORT INTERDICTION.

If the naval element of a supply line passes through a blockade or port interdiction hex, the level of the blockade/port interdiction is doubled. The result is the number of SLPs that are counted.

18.A.3.c.5. SPECIAL WEATHER ZONE EFFECTS.

Non-road hexes in arctic and arid weather zones (Rule ???) cost one additional SLPs for the purpose of tracing supply.

18.A.4. SUPPLY LINE SUMMARY.

The maximum number of SLPs that may be traced as part of the secondary elements of a supply line, are shown on the SUPPLY LINE SUMMARY below.

Table 2 Supply Line Summary

SUPPLY LINE SUMMARY (Maximums)								
SUPPLY LINE TYPE	WEATHER CONDITION							
	CLEAR	LT. MUD	MUD	MUD HVY.	FR.	LT. SNW.	SNOW	HVY SNW
Truck	3(2)	2(1)	1	1	2	2(1)	1	1
Wagon	2(1)	2(0)	1(0)	0	2(1)	2(1)	1(0)	0
Road	7(5)	5(4)	3(2)	2	6(4)	5(4)	4(3)	3(2)
Overland	7(6)	5(4)	3(2)	2	6(5)	5(4)	4(3)	3(2)
LTD SUPPLY SUMMARY	CLEAR	LT. MUD	MUD	HVY. MUD	FR.	LT. SNW.	SNOW	HVY SNW
Special Source	4(3)	2	1	0	3(2)	2	1	1
High Volume RH	4(3)	2(1)	1	0	3(2)	2(1)	1	1
Low Volume RH	2(1)	1	0	0	2(1)	1	0	0
Uncertified RH	1	0	--	--	1	0	--	--
Road	7(5)	5(4)	3(2)	2	6(4)	5(4)	4(3)	3(2)
HV/LV Rail Line	0	0	0	0	0	0	0	0

(#) Supply line distance due to strategic air war effects.

*Note: 1) Light Snow and Winter are the same for supply distances.
2) Each non-road hex in special weather zones (Arctic and Arid) costs 1 additional SLP.
3) All listed supply ranges are the maximums that can be traced. They are reduced (minimum of zero) if tracing to an HQ with a reduced range.*

18.B. SUPPLY ELEMENTS.

A supply lines four primary elements and their associated secondary elements operates (and are traced) differently as described below.

18.B.1. NATIONAL SUPPLY SOURCES (Primary Element).

Each nation has its own national supply sources (Rule ???). *Note: Some nations units may trace supply from another nations national supply source.*

When tracing from a national supply source to a major depot, any additional SLP costs are transferred to the major depot/army HQ portion of the supply line. *For example, a standard port with one NT to negate the port size penalty (Rule ???) would count 20 SLPs. Two rail cuts on the rail line between the port and a major depot would count as 8 SLPs. This would give a total of 28 SLPs added to the SLP count from the major depot to the army HQ (Rule ???).*

18.B.1.a. RAIL TO MAJOR DEPOTS (Secondary Element).

The railroad element of this segment of a supply line may be traced an unlimited length from a national supply source to a major depot (Rule 15.H.1). It may only be traced in friendly-owned territory on a high-volume rail line. It may be traced to a port, by sea to another port, and then by rail to a major depot.

If a player has less than 10 REs of capacity on a non-island rail net, he may trace a rail element supply line on that net only by tracing the line from another rail net that has at least 10 REs of capacity.

18.B.1.b. NAVAL TO MAJOR DEPOTS (Secondary Element).

The naval element of this segment of a supply line is traced through sea hexes in a single sea zone. It may start at any functioning, friendly-owned port and be traced through any number of hexes to any other functioning, friendly-owned port in the same sea zone. **Exception: Allied forces may trace the naval element to a major port in another sea zone.**

18.B.2. MAJOR DEPOTS (Primary Element).

A major depot (Rule 15.H.1) may trace a supply line to up to two army HQs. The MAJOR DEPOT DISPLAY will indicate which HQs are attached. It. Some nations may attach their army HQs to another nations major depot. Their units may trace full supply in this case.

SPs/SRPs may only be expended from the theatres pool if the SLP cost of all the ports in the supply line have been reduced to zero.

18.B.2.a. RAIL TO RAILHEAD (Secondary Element).

The railroad element of this segment of a supply line is counted down any rail line from a major depot to a railhead. The major depot's hex is counted as the first SLP. *Note: The railroad element may be traced to a port and then by sea to another port (see below), and then by rail to a railhead.*

Enemy action may add SLPs to the railroad element of the supply line as shown on the RAIL/NAVAL SUPPLY CHART. These extra SLPs are multiplied by the normal multipliers for the appropriate rail type. *For example, a rail break on a low-volume rail line would count as 6 SLPs (one for the hex, two for the break, totalling three, multiplied by two for the low-volume status).*

18.B.2.b. NAVAL TO RAILHEAD (Secondary Element).

The naval element of this segment of a supply line is traced through any number of sea hexes in a single sea zone. It may start at any functioning, friendly-owned port and be traced through any number of hexes to any other functioning, friendly-owned port in the same sea zone.

Each port traced through counts as a number of SLPs (as shown on the RAIL/NAVAL SUPPLY CHART). *Note: These are in addition to the actual SLP cost of rail in the port hex.*

18.B.2.b.1. RESTRICTIONS DUE TO PORT SIZE.

Size 0, 1, and 2 ports (Table ???) may keep a maximum of their operational intrinsic RE capacity in full supply. *For example, a minor port in a full supply line could keep 12 REs of units in full supply. If an HQ were not in the supply line, the 12 REs of units would only be in limited supply and only if they were within special supply range of the port.*

Major and great ports may keep all REs in full supply if they trace from the port and eventually to an army HQ. *Note: A port's operational capacity determines its size.*

18.B.2.b.2. EFFECTS OF ENEMY DANGER ZONES.

Tracing from a port through enemy-exerted danger zones or in the proximity of enemy naval TFs may increase the SLP cost as per the RAIL/NAVAL SUPPLY CHART.

18.B.2.b.3. NAVAL TRANSPORT REDUCTIONS OF SLP COST.

Naval transports may be used to reduce the SLP cost of tracing through a port. Each unmoved RE of naval transports in the port, reduces the SLP cost by 10 to a minimum of zero. *Note: This means that the transports cannot be used in the turn the port is captured as they would have to move to be placed in the port. For example, if 2 REs of naval transports were in a major port (20 SLP cost) or 1 RE of naval transport was in a great port (10 SLP cost), the naval element of both ports would be reduced to zero SLPs when counting the total rail/naval distance.*

18.B.2.b.4. MINIMUM NAVAL TRANSPORT REQUIREMENTS.

Each major depot tracing from a port must have 1 RE of NTs allocated to it to keep it at its "Operational" side. This must be done before any transports may be used to reduce the ports additional SLP cost. *Note: The NTs so allocated must be placed in the appropriate port. Each port has a limit on how many transports may be used for non-intrinsic supply purposes. These transports count against the available RE capacity of the port. (See the PORT SUMMARY and Rule ?).*

Various naval considerations may affect the tracing of a naval-element supply line. These considerations are defined in the naval rules.

18.B.3. RAILHEAD. (Primary Element)

A railhead is defined as:

- Any intersection of three or more rail lines.
- Any city or town with a railroad running into it.
- A minor depot (Rule ?) on a rail line with at least 3 SPs in it during the supply judgement phase.
- Any port (even if it has no rail line leading to it).
- A naval transport at sea or in a port.

18.B.3.a. SUPPLY UNIT TO ARMY HQ SUPPLY HEAD (Secondary Element).

Both trucks and wagons are collectively referred to as supply units for supply purposes. Wagons act as trucks in most ways but have a shorter supply range.

One supply unit (only) may be used to trace a supply line from a railhead to an army headquarters. *Note: SLPs are counted in the same manner as if tracing an overland element.*

18.B.4. ARMY HQ SUPPLY HEAD (Primary Element).

The army HQ (Rule ???) element of a supply line must be traced from a national supply source to an army HQ supply head in regular supply.

An "Supply Head Radius" marker should be placed on each HQ at the end of the supply movement and judgement phase. This shows the maximum number of SLPs that the supply head can trace overland/down a road to a unit.

The overland and road elements (supply head radius) shown on the SUPPLY LINE SUMMARY for the army HQ are reduced by one hex for each 10 SLPs (Rule 19.F.1.b??), rounded down, that the army HQ is from its associated major depot. *Note: Place "10, 20, 30, etc. SLP" markers on the appropriate hex to keep easy track of the SLP count to that point.*

Each army HQ supply head tracing from a port must have 1 RE of NTs allocated to it to be used as part of a supply

line. For example, if two army HQs were tracing from a major depot in the major port of Benghazi (if it had been upgraded from reduced port status), two NTs would have to be placed in the Benghazi hex for both HQs to be counted as part of their own separate supply lines. Two more NTs could be placed in the port to reduce the SLP cost of the port to zero. As 4 NTs are the maximum that can be allocated for non-intrinsic supply purposes, no more could be used in this manner. This also uses 4 out of the 12 REs of the ports RE capacity.

The “Supply Head Radius” is calculated by counting SLPs from the major depot to the army HQ as shown below:

- a) Count all additional SLPs required to trace from the national supply source to the major depot due to enemy action (as per the RAIL/NAVAL SLP CHART) (Rule ???).
- b) Each rail hex counts as one SLP (modified by the type of rail line (as per the RAIL/NAVAL SLP CHART).
- c) If using a port, the type of port (per Rule ???) will add SLPs. Subtract 10 SLPs for each NT allocated to the port as described above.
- d) Add SLPs for partisans, interdiction, harassment, and rail breaks/cuts (as per the RAIL/NAVAL SLP CHART) (Rule ???).
- e) Add the SLP cost to trace from the railhead to the HQs supply head if using a supply unit to trace overland. *Note: Supply units on railheads counting SLPs to a supply head will also be affected by terrain type. For example, a depot tracing 13 SLPs down an uncertified rail line to a truck on a railhead and then tracing 1 forest hex to the HQs supply head, would be tracing an effective SLP total of 54 (13 SLPs \times 4 + 1 SLP \times 2) and so would have its supply range reduced by 5.*

18.B.4.a. ROAD (Limited Supply).

The road element of a supply line may be traced from an army HQs supply head, a railhead, a port, a major depot, or a national supply source. The maximum length of this line in SLPs is given on the SUPPLY LINE SUMMARY. *Note: It may be no longer than the HQs supply head (or special supply line) range if one is used. Note: A frozen partial lake hexside may be treated as a road (Rule ?).* Any supply line using a road element is an extended supply line (Rule ???).

18.B.4.b. OVERLAND.

The overland element of a full supply line may be traced from an army HQs supply head; an extended supply line may be traced from a road tracing from an army HQs supply head, a railhead (see the LIMITED SUPPLY SUMMARY), a port, or a national supply source. The maximum length of this line in SLPs is given on the SUPPLY LINE SUMMARY. *Note: It may be no longer than the HQs (or special supply line) range if one is used.*

An overland supply line may be traced through both friendly and enemy-owned hexes.

Trace an overland supply line across a frozen partial lake hexside as if it were a road.

18.B.4.c. SUPPLY UNIT.

The supply unit element of a supply line may be traced from a supply unit to another supply unit or from another supply element such as a road, an army headquarters, a railhead, a port, or a national/special supply source. The maximum length of a supply unit supply line in SLPs per supply unit is given on the SUPPLY LINE SUMMARY.

Up to six supply units in sequence may be used to extend a supply line and they must be placed at the end of the overland route. The first two supply units in the supply line extend it by their listed supply range, the next two use the listed

range minus 1, and the last two use the listed range minus 2. For example, a truck at the end of the overland route seven SLPs from an HQ in clear terrain and clear weather would extend the total overland route to 10 SLPs (3 from the truck). Another truck, three SLPs from the first in this chain would extend it to 13 SLPs and the third truck two SLPs from the second would make it 15 SLPs. A unit would have to be two SLPs away from the third truck in the chain to be in supply in this case.

Note: The supply units must be placed at the end of the supply chain (they may be stacked together if two supply units are needed to supply the next hex) when extending the supply line. For example, a supply unit would be placed 7 hexes from an HQs supply head (if the supply head had a radius of 7 SLPs) in clear weather. If placed only 5 hexes from the supply head, it would still only supply units within 3 hexes of itself; in effect, 8 hexes.

A supply unit must be visible on the map to be used to trace a supply line. For example, a supply unit hidden in a corp counter could not be used to extend a supply line or as a special supply source. However, it could be used to provide combat supply.

Count normal terrain SLPs when tracing the supply unit element of a supply line.

A supply unit supply line may be traced through both friendly and enemy-owned hexes.

No supply unit in reserve may be used as part of a supply line (Rule ???).

18.B.5. TRUCK SUPPLY ROUTE (TSR).

A truck supply route allows a player to have a line of truck units (not wagons), on a road (**not a track**), acting as a low-volume rail line for all purposes (including HQ supply head range calculations). Road and overland supply lines are traced normally from a hex on a TSR but only limited supply is provided.

18.B.5.a. RAIL CAPACITY OF A TSR.

Rail movement may be used on a TSR if it is linked to a rail net with sufficient capacity. A TSR may count as its own rail net with an RE capacity equal to the number of trucks in it. *Note: Rail capacity is used normally but moving onto the TSR is counted as moving onto a multiple friendly gauge rail line. Extended TSRs may not be used as rail lines.*

18.B.5.b. EFFECTS OF PORTS ON TSRs.

A TSR may supply units up to the usable intrinsic supply capacity (Rule ???) of its originating port plus the useable intrinsic supply capacity of any port that the TSR runs through. *For example, if a combat unit was being unloaded at Benghazi, it would lose its intrinsic supply capacity for the turn and so could not be used in a TSR.*

18.B.5.c. CREATION OF A TSR.

A TSR is created in the supply movement and judgement phase by trucks in regular supply. To create one, a player must have either a depot or the first truck in position on:

- i) a railhead on a rail net of at least 5 RE capacity or
- ii) any port.

He may also have additional trucks on the road at the following distances from each other: 9, 9, 6, 6, 3, 3. *For example, a 6-truck TSR would be 33 SLPs long (railhead + 9 + 9 + 6 + 6 + 3). A depot could be used instead of a truck at the originating railhead or port.*

The final truck is placed at the end of the TSR. It counts as a railhead for supply purposes and acts as a normal truck at a railhead.

18.B.5.d. RESTRICTIONS ON TSRs.

Trucks in a TSR may not have moved in the player turn that the TSR is being used or created. A TSR may be used in the turn it is created. Trucks may be placed in a TSR during the supply judgement phase.

A truck in a TSR may not be carrying any SPs or SRPs.

All trucks in a TSR must be in regular supply before any other units may use it for any purpose. This supply may be traced from any available source.

A TSR may never branch into two. More than one TSR may be traced from a port or railhead but each must have its own separate truck units. They may however, share a depot if that is the unit of origin on the port.

If any truck in a TSR moves or is forced to retreat, the TSR no longer exists forward of that point. *Note: Trucks in a TSR that no longer exists may not be used for any other purpose.*

Example: If a TSR has a major depot and 3 trucks in it, it can trace 24 SLPs down the road from Tunis (in clear weather). The last truck occupies the hex 24 SLPs away from the city. There is a major depot in Tunis with 4 NTs in it. The attached army HQ may be placed three SLPs from the last truck in the chain as the truck acts both as a railhead and as a truck on a railhead. As the TSR counts as a low-volume rail line, the supply radius of the HQ will be 2 SLPs $((24 \times 2) + 3 = 51 \text{ SLPs})$ (Rule ???). Any unit within 2 SLPs will still only be in limited supply as will any unit tracing 2 SLPs down a road from the HQ and then 2 overland.

18.B.5.e. EXTENDED TRUCK SUPPLY ROUTE.

An extended TSR is indicated by using the depleted side of a truck unit. Each depleted truck has double the range of a truck in a regular TSR.

An extended TSR is created in the same manner as a regular TSR. It has the same restrictions and abilities as a regular TSR with the exception that no rail movement is allowed on an extended TSR. *Note: Anormal and extended TSR may be combined but rail movement is not allowed at any point on the extended portion.*

18.C. SUPPLY SOURCES.

Each side has its own supply sources, as listed below. A supply source is usable only by its own side and only if that side owns it. Supply sources are divided into the following categories:

- a) **Regular Supply Sources:** All full or limited supply sources.
- b) **Special Supply Sources:** Supply units, SPs/depots, and NTs at sea loaded with SPs, ports, rail lines, and navigable rivers tracing to a national supply source; Axis port fortifications, cities, or Maginot Line Ouvrages.

Some countries require cities to be “connected” to act as a supply source. Cities are connected if a rail line of any length can be traced between the cities. Any of the connected cities counts as a national supply source. *Note: A multi-hex city only counts for supply purposes for a side if all hexes comprising the multi-hex city are friendly owned.*

Once a city has been owned by the enemy, it may no longer be used in this manner until one year after the original owner regains ownership of the city (or all its hexes). **Exception:** During a civil war, reduce this time to one month.

18.C.1. AXIS NATIONAL SUPPLY SOURCES. (Germany)

Any Axis units may use any German national supply sources. They are as follows:

- 1) Any rail hex on the west edge of the map in Greater Germany, Hungary, Rumania, or Bulgaria is a supply source for Axis units when playing east front scenarios.
- 2) Any Arctic port hex in Norway or Finland (including Arctic ports on the Baltic Sea) is a supply source for Axis units when playing east front scenarios. A maximum number of units equal to the Finnish theatre limitations may be supplied though these ports (even after the restrictions have been lifted).
- 3) Any rail hex on the east edge of the map when playing western or Mediterranean front scenarios.
- 4) Any two connected major cities inside 1939 Germany.

18.C.2. SOVIET NATIONAL SUPPLY SOURCES. (Russia)

Any Soviet units may use Soviet national supply sources as described in the country specific rules.

18.C.3. ALLIED FULL SUPPLY SOURCES. (Allies)

Allied units can only use their own supply sources except where noted in the country specific rules. Any government in exile contingent may also use British sources of supply.

18.C.4. NEUTRALS.

All neutral countries have their own sources of supply as shown in the country specific rules. Their units may only use these supply sources unless they join a side. In this case they may use the controlling sides (British, German, or Soviet) national supply sources as well as their own.

18.D. SPECIAL SUPPLY.

Special supply may be traced from a SP, a depot or a supply unit. NTs loaded with SPs may also be used as described in Rule ???.) Units (but not cities) may draw supply from these special sources. All functioning ports may also provide special supply for units.

Note: Certain rules specify that units must be in regular supply for various purposes. This means that the rule applies only if the unit draws supply from a national supply source listed in Rule 18.C. It does not apply if the unit expended SPs from a special supply source to remove its “U#” marker.

18.D.1. TRACING FROM A SPECIAL SUPPLY SOURCE.

All units that can trace a special supply line of the appropriate length from a special supply source, as shown in the SUPPLY LINE SUMMARY, may draw supply from the special supply source by expending SPs from it. The SLP costs of a regular overland supply line also apply to this line. *Note: Trucks/wagons may be used to extend this supply line.*

When tracing only from a special supply source, one SP is expended for every 12 REs placed in full supply. This is done at the player's option. This expenditure reduces the “U#” marker by two levels. If being reduced from “U0” status, the unit is in full supply. Half the normal SPs may be spent to reduce the “U#” marker by one level. *Note: This would merely maintain the current supply status as the unit would still have its supply status increased by one level at the start of the supply judgement phase.* (See Rule ??? 17.C.2)

18.D.2. SUPPLY UNITS AS A SPECIAL SUPPLY SOURCE.

Supply units are either undepleted (normal state) or depleted (flipped). A depleted supply unit may not be used for any purpose other than as a special supply source.

Each supply unit used to extend a supply line from a special supply source, counts as 6 REs and must also have SPs spent on it so its U# does not increase.

18.D.2.a. DEPLETING SUPPLY UNITS.

A supply unit used for combat supply or as a special supply source is flipped to its depleted side to show that it is distributing supply points. *For example, if a truck is the second truck in a four truck supply line extension and is used to distribute SPs for an attack, it would be flipped to its depleted side and could no longer be used in the supply line. The two trucks at the end of the supply line would become unusable as the line is now broken.*

A supply unit may not be used to extend supply lines if it is depleted, though it may still act as a special supply source. A supply unit carrying SPs is usable as a special supply source even if it is out of supply or isolated. Each SP expended from a supply unit when used as a special supply source causes a "+1 MP" marker to be placed on the supply unit. *For example, if a wagon used no MPs and then supplied an attack requiring 4 SPs, the wagon would still have a "+4 MP" marker placed on it.*

18.D.2.b. UNDEPLETING SUPPLY UNITS.

A supply unit with no "+# MP" marker on itself becomes undepleted at the start of the friendly supply judgement phase. *Note: If used in the supply judgement phase to supply units, it would again become depleted and could not be used to extend supply lines.*

18.D.3. DEPOTS AS A SPECIAL SUPPLY SOURCE.

A supply line traced from a minor or major depot (with SPs) by units out of regular supply is done at the special rate.

18.D.4. AIR AND NAVAL.

Air units can transport supply to airbases and can air drop supplies, as described in the air transport rules (Rule 23.G). Naval units can transport supply to ports and beaches, as described in the naval transport rules (Rule ???).

18.D.5. SHIPS AT SEA AS SPECIAL SUPPLY SOURCES.

Supply points loaded on transports may be used as a special source of supply by other units in the same hex. *For example, A SP on an NT in a beach hex could be used by units in the beach hex or on another ship in the same hex.* Ground units loaded on transports may expend SPs from another transport in the same hex if desired.

18.E. SPECIAL SUPPLY SOURCES.

Certain hexes provide intrinsic supply for units and are classed as special supply sources. *Note: Intrinsic supply capacity may only be used to maintain the current supply status of units; it may not be used to reduce U# of any unit.*

A player has the choice of units to be supplied with a special supply source.

18.E.1. PORTS AS SPECIAL SUPPLY SOURCES.

All functioning ports (i.e., at least 1 RE of undamaged capacity) have an intrinsic supply capacity equal to the undamaged REs of port capacity times four. *For example, a 3-RE port could supply 12 REs of units if it had 0 hits on it or 4 REs of units if it had two hits on it.*

To use its intrinsic supply capacity, a port may use either:

- a) **Full Capacity:** Trace a non-interdicted (Rule ???) route of all-sea hexes to a functioning friendly-owned major or great port connected by rail to a national supply source.

- b) **Half Capacity of the Smallest Port:** Trace a non-interdicted route of all-sea hexes to a functioning friendly-owned minor or standard port connected by rail to a national supply source.

Each point of enemy port interdiction/blockade (Rule ???) reduces the intrinsic supply capacity of a port by 4 REs. *For example a minor port (intrinsic supply capacity of 12 REs) with three points of port interdiction on it would have its intrinsic supply capacity reduced by 12 REs (3 x 4 REs) to zero.*

Supply lines being traced from a port's intrinsic supply capacity are done in the same manner as a special supply line (Rule ???).

When using a port's intrinsic supply capacity, the port may not be used to debark combat units (Rule ???).

The intrinsic supply capacity of a port is separate from the normal port capacity that is still usable to load and unload SRPs and SPs.

18.E.2. RAIL LINES & NAVIGABLE RIVERS.

A unit is in limited supply if it is on a high or low-volume rail hex or a navigable river hex that can trace to a national supply source (see the LIMITED SUPPLY SUMMARY).

18.E.3. CITIES AND TOWNS.

A unit is in limited supply if it is in a friendly-owned, unconquered, city or town hex of sufficient size and it has not moved during the turn. Intrinsic supply provided is doubled if the hex is not in the battle zone. Each hex can supply a number of REs as shown below:

- a) **Town:** ½ RE
- b) **Reference City:** 1 RE
- c) **Dot City:** 2 REs
- d) **Partial Hex City:** 3 REs
- e) **Full Hex City:** 4 REs

18.E.4. AXIS PORT FORTIFICATIONS.

All Axis units in or adjacent to an Axis port fortification may use that fortification as a special source of supply. The number of REs that may use this special supply source is equal to the ports original intrinsic supply capacity. *Note: This is in addition to the ports intrinsic supply capacity.*

18.E.5. MAGINOT LINE OUVRAGES.

Any Allied unit that is in, or adjacent to, a functioning Maginot Line Ouvrage hex may use that fortification as a special source of supply.

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