Aug. 7, 1956 A. GILMOUR 2,757,933

GAME BOARD APPARATUS

Filed July 21, 1953 2 Sheets-Sheet 1

Fig. 1

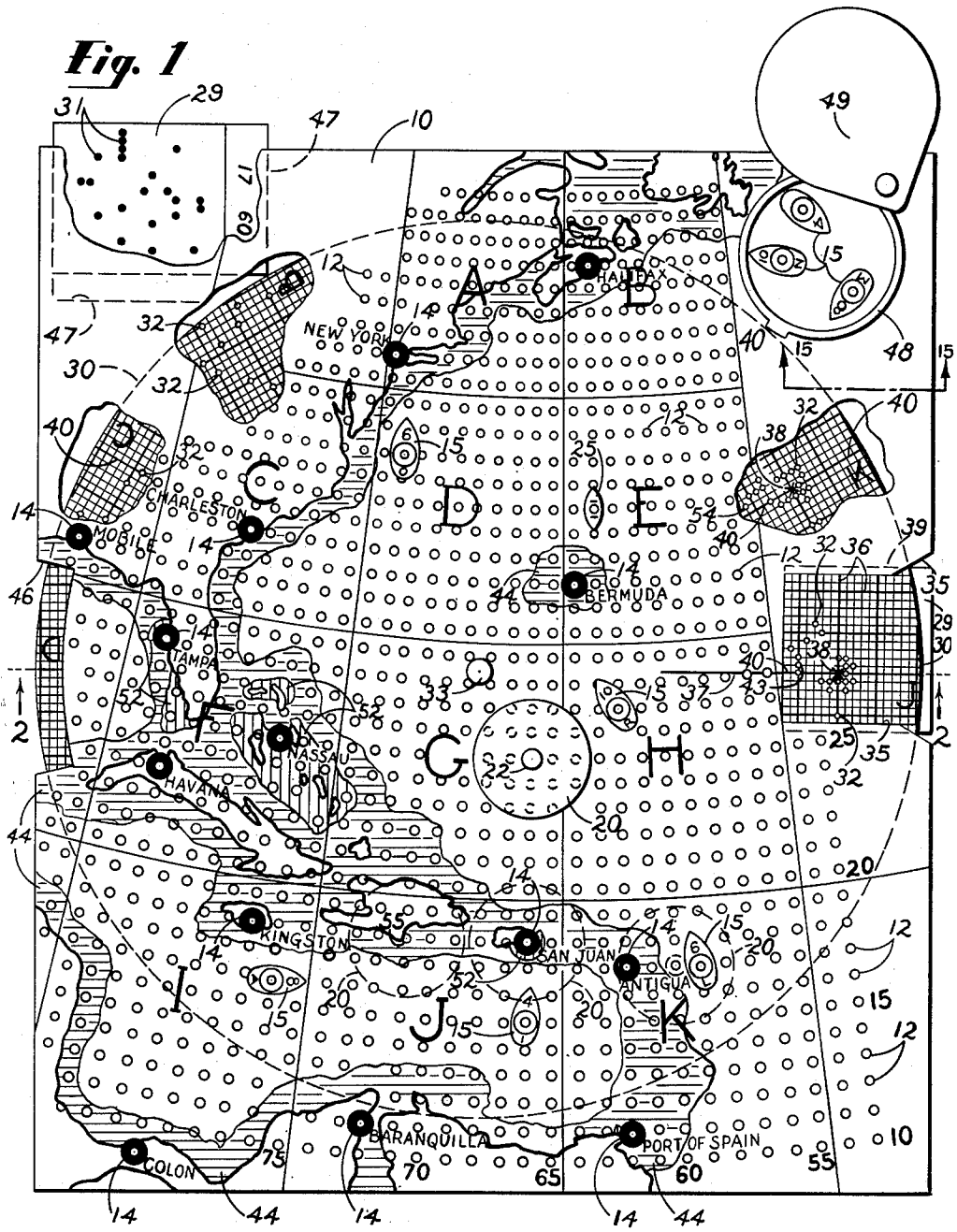
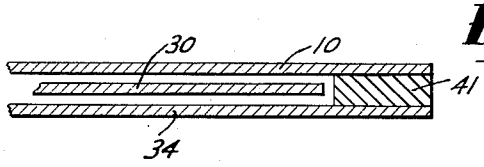


Fig. 15



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GAME BOARD APPARATUS

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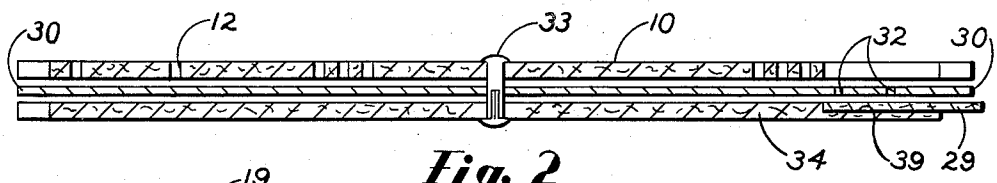


Fig. 2

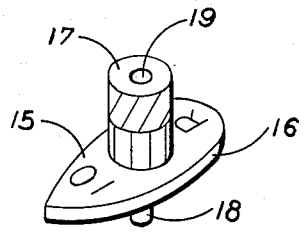


Fig. 3

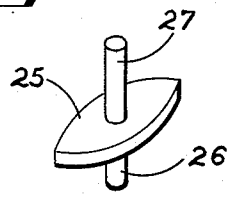


Fig. 5

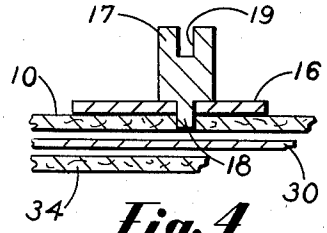


Fig. 4

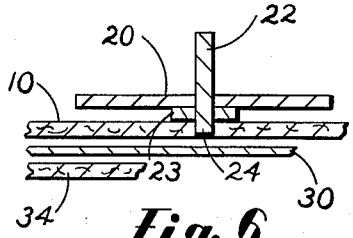


Fig. 6

	NINA - 10 TO NEW YORK	
	FROM	VIA
I	NASSAU	HAVANA, COLON
II	KINGSTON	MOBILE, SAN JUAN
III	HAVANA	PORT OF SPAIN
IV	CHARLESTON	BARANQUILLA
V	BERMUDA	COLON

50

CARD 2

Fig. 13

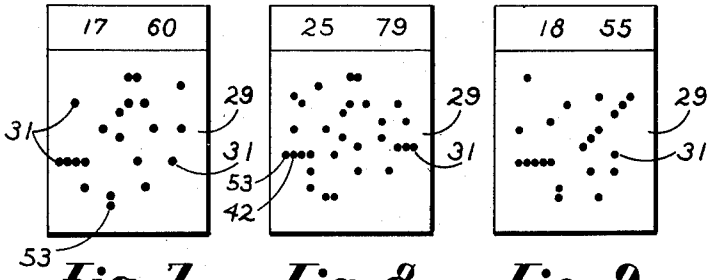


Fig. 7 Fig. 8 Fig. 9

	OSLO - 6 TO NEW YORK	
	FROM	VIA
I	ANTIGUA	HALIFAX
II	BERMUDA	HAVANA
III	SAN JUAN	KINGSTON
IV	BARANQUILLA	NASSAU
V	MOBILE	HAVANA, NASSAU CHARLESTON

50

CARD 5

Fig. 14

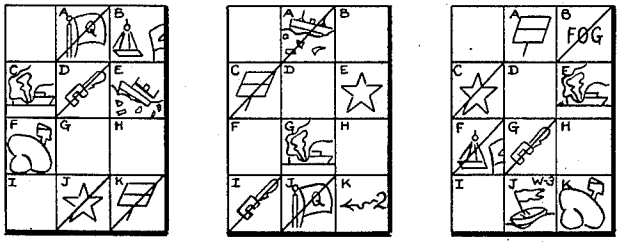


Fig. 10 Fig. 11 Fig. 12

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United States Patent Office 2,757,933 Patented Aug. 7, 1956

2,757,933

GAME BOARD APPARATUS

Austin Gilmour, Hamilton, Bermuda

Application July 21, 1953, Serial No. 369,268

9 Claims. (Cl. 273—134)

My invention relates to a game board apparatus, and more particularly to a game board simulating geographic portions of the earth over which player tokens are moved and wherein the movements of these tokens with reference to various hazards are controlled partly in accordance with chances of the game.

The primary object of this invention is to provide a game in which the movements of player tokens are affected by a hazard represented by a special token which is moved partly by chance but largely in accordance with a possible and normal course of the hazard over the earth's surface.

A further object is to provide a game in which the play board simulates special ocean areas in which hurricanes may be normally found and the movements of tokens representing ships are subject to the hazard of encounter with a token of extensive area representing a hurricane, and which game is so constructed that the location, size and movement of the hurricane graphically indicate to a material extent substantially true conditions met by the ships in the related areas.

A further object is to provide a game of this type in which the movement of a ship relative to the hazards of a hurricane and normal marine occurrences, such as breakdowns, grounding, fire, fog, strikes, etc. is limited, and wherein the ship movement is necessarily affected by the hurricane location so that the ultimate outcome of the game depends not only on chance but to a certain extent on the skill of the player who tries to anticipate the positions and movements of the hurricane.

A further object is to introduce various chance factors, such as the necessity for going to the relief of a vessel in distress, which provides enough confusion in the game so that no one can anticipate the ultimate outcome.

A further object is to provide a game of this type in which each of the tokens representing a ship is obliged to follow a course determined by chance but realistically related to the ship's position and space.

A still further object is to provide a mechanical structure and an association of cards and a game board which is applicable for various types of games. Other objects will be apparent in the following disclosure.

In accordance with one phase of my invention, a playboard is marked as a map to simulate a hurricane area of the ocean and various ports of embarkation and call for ships traversing such an area. The playboard map is divided into play areas defined generally according to latitude and longitude, and the board is provided preferably with locating means, such as markings and preferably recesses, which determine the positions of player tokens relative to the longitude meridians and latitude parallels. A special token indicating a storm, and particularly a hurricane, is moved to positions on the ocean map which are determined in part by chance and yet in accordance with normal storm movements applying to each area of the ocean. The movement of the hurricane token is determined by a movable, and preferably rotary, reference plate having areas corresponding with specially designated play areas of the map which are provided with sight openings or perforations in predetermined locations. The storm location is determined by one of several groups of predetermined arrangements of markings on a plate shaped as a card so arranged that when the perforated reference plate is superimposed over the marked plate in play, only one marking of the group will be visible through a sight opening in the perforated plate, and the location of that observed marking relative to an index point will determine the movement or new position of the hurricane token in the particular area of the map where the token is located. In the construction shown, a different group of markings of spaced dots is printed on one face of each of several cards, and the card markings are different and individually related to the geographical areas through which the storm travels. Further instructions, suitably positioned, such as on the reverse of the card in play, may comprise various insignia or graphic play indications for the various areas, so that a ship in a given area will obey the instructions related to that particular area. The game requires that each ship token be moved to various ports without running into the path of the storm, but subject to various other marine problems and delays.

Referring to the drawings illustrating one embodiment of my invention:

Fig. 1 is a top plan view of the playboard, partly broken away to indicate underlying structure;

Fig. 2 is a central sectional view taken on the line 2—2 of Fig. 1;

Fig. 3 is a perspective view of a player token representing a ship;

Fig. 4 is a longitudinal section of the token of Fig. 3 shown mounted on a portion of the playboard;

Fig. 5 is a perspective view of a special token representing a ship in distress;

Fig. 6 is a sectional view of a token representing a hurricane; together with a fragment of the board;

Figs. 7, 8 and 9 are plan views of three of the play cards;

Figs. 10, 11 and 12 are similar views of the obverse sides of the cards of Figs. 7, 8 and 9;

Figs. 13 and 14 are views of special cards which indicate the ship routes; and

Fig. 15 is a fragmentary sectional detail on line 15—15 showing a portion of the spacer structure between the pockets at the right hand side of Fig. 1.

A preferred embodiment of my invention comprises a playing board **10** made preferably of cardboard or suitable plastic, for example, and which carries on its exposed top face a map of a portion of the ocean, such as the western Atlantic and Caribbean, with the associated islands and seaports indicated by various names. The map surface is divided into substantially rectangular areas represented by the letters A to K inclusive, and each area is bounded by degrees of latitude and longitude which may be 10° apart each way. Each of these areas is in turn provided with locating devices such as line markings or holes or recesses **12**, forming locations which are located in the port and ocean areas and spaced in accordance with latitude and longitude dimensions, such as 1° apart each way, so that each line of recesses gives an indication of latitude and longitude. If the map is so drawn that the latitude and longitude lines are perpendicular, then these locating marks or recesses **12** will be equally spaced at the corners of rectangles. In Fig. 1, the map is shown as a conical projection, although it will be obvious that the Mercator or other projection may be employed for the purpose. These areas A to K may be considered as substantially rectangular, because of the equal latitude and longitude measurements so that the lines of recesses **12** may be considered as verti-

cal and horizontal lines forming squares of one degree on a side. The longitudes are indicated by the vertical lines and the numbers 55, 60, 65, 70 and 75 at the bottom of Fig. 1. The latitudes are indicated by the horizontal lines and the column of numerals 10, 15, 20, 25 and 40 arranged above the lower right hand corner. Various ports are shown at **14**.

A set of tokens **15** representing ships of a suitable number are provided and arranged to be moved over the board in accordance with the play conditions. Each ship token, as shown in Figs. 3 and 4, may comprise a flat plate **16** having a large vertical projection **17** above the plate and a peg **18** below the plate. The peg **18** is of a size to fit within any of the holes or recesses **12**, so that the ship token may be definitely located with reference to the latitude and longitude indicated by the positions of the recesses on the map. The token may also be located by dots or intersecting lines on the map. The top portion **17** is used as a hand hold, and it is preferably painted with suitable colors to represent the standard markings of the funnel of a ship, such as a red funnel for the Cunard line. Each token may have its funnel portion **17** provided with a recess **19** so shaped that the peg **18** of another ship token may fit in the funnel when by chance two ships are to occupy the same position. The tokens are made of suitable material, such as a molded thermoplastic resin.

The game requires that each ship token be moved from a predetermined port and along a course to New York, the port of destination, without encountering the primary hazard of a storm or hurricane, but subject to the chances of minor hazards as well as the instructions given during the progress of the plays.

The hurricane hazard is represented by a special token shown in Fig. 6, which comprises a preferably transparent thin circular disc **20** made of a suitable molded resin. The disc has a central hole therethrough shaped to be mounted on a shank **22** having a horizontal flange **23** and a downwardly projecting peg portion **24**. The disc **20** representing a hurricane is preferably proportioned in its diameter to simulate the average size of a hurricane when in its more violent condition, such as 250 to 300 miles in diameter. For the sake of ready storage, the disc is preferably removably mounted on the circular flange **23** and the peg **24** is shaped to be inserted in any of the holes or depressions **12** of the playboard. If the playboard is provided only with dots or lines to serve as the token locating means, then the projections **18** and **24** of the tokens are omitted.

Since several people may play the game, and the more people the more interesting are the complications of token movement, I have provided a considerable number of the ship tokens, such as **15**, and each ship token is distinctively marked with a letter or name which together with a funnel coloring gives ready identification of the ship. As shown, the plate **16** of the token is also marked with a speed limitation representing the maximum day's journey in degrees through which the ship may move, such as the numeral 10 (Fig. 3) which indicates that the ship may move through 10 degrees of latitude or longitude, or according to the game rules at any one play. The ship's ability to get away from a hurricane will depend on that designated speed, as well as other hazards of the game.

A special token **25** (Fig. 5) may represent a ship in distress, and this likewise has a peg **26** passing centrally through the token which is arranged to be grasped at its upper end **27** and to have its lower end inserted into one of the locating holes **12** of the board. The function of that token is such that when it is placed on the board map in accordance with the instructions of the play, any ship within one day's travel, represented by its indicated speed movement, will be obliged to go to the assistance of the ship in distress and stand by it during one play.

The game board apparatus is so organized and constructed that the hurricane represented by the token plate **20** is moved across the board in a path which simulates a normal and possible course but in accordance with the known vagaries of hurricanes. This is accomplished by means of a set of marked cards **29** (Figs. 7 to 9) and a special reference plate **30** coordinated therewith. The cards **29** which govern the hurricane and ship movements may comprise a considerable number of differently marked cards of standard playing card size, such as 40 or more. The front faces of typical cards are illustrated in Figs. 7 to 9 and the rear faces of the same cards in Figs. 10 to 12. In order that the hurricane may originate in a suitable area of the ocean according to possible standard patterns and leave the playing board at a correct location, some of the cards, examples of which are shown in Figs. 7, 8 and 9, are marked with latitude and longitude which serve to locate the hurricane at the begining of the game. For instance, the card of Fig. 7 carries the numerals 17, 60 and this card, if drawn from the shuffled pack at the start of the game, requires that the hurricane be initially located at latitude 17, longitude 60, which is off the port of Antigua. A hurricane usually starts either in the North Atlantic or in the Gulf of Mexico, and it will usually travel in a definite path pattern, such as from area K through areas G, D and B, but with many variants. If the top of the first card drawn is blank, the hurricane will not start until after the ship tokens have started on their journeys. It will be noted by reference to Fig. 1 that every fifth one of the rows of holes **12** on the map is marked with the latitude and longitude designations so that the hurricane and ship positions may be readily determined. After the hurricane has been initially located on the map, its movement is determined by each card that is drawn in succession during the game.

In order that the hurricane token may be moved in a somewhat orderly path, or in accordance with a standard or normal hurricane movement, yet with the erratic movements commonly associated with such storms, I provide the reference plate **30** or plates with sight openings, such as perforations, which are so related to one of a set of marks **31** on each of the cards **29** that when the plate is superimposed over each card only one special mark will show through one of the sight openings of the plate.

The reference plate perforated areas or sight openings **32** may be on separate cards sized to be superimposed over the marked card, but in the preferred embodiment of the invention the plate is a circular disc (Fig. 2) mounted on a central pivot **33** supported between the playboard **10** and a bottom board **34**, which are suitably spaced as required. The plate **30** and board **10** are so arranged that the reference areas of the plate may be visible. This is best accomplished by cutting out a window **35** at the right in the map board **10** which is large enough to display any of the sets of sight openings.

Since the hurricane path and rate of movement differ in the various parts of the ocean, there is a different set of sight openings corresponding with each of the designated areas A to K of the map. The sets of sight openings **32**, labeled A to K, are so radially positioned around the periphery of the disc **30** that whatever card is drawn for the next play and inserted under and suitably aligned with the plate **30** only one special mark on that card will show through one of the sight openings. The disc **30** is rotated to bring the area J, for example, into position in the window if the hurricane is at that time located in area J. It is necessary to rotate the disc to show the set of sight openings which corresponds with the present hurricane area. These sight openings may be transparent areas in an opaque card, or preferably the perforations herein described. The position of the visible card mark showing through the sight opening relative to an index point on the plate will insure that the hurricane movement will be suitable for the special area in which the hurricane is at that time located. Each area of the reference plate **30**, as shown in the window 35 and in the

broken away parts of Fig. 1, has a set of latitude and longitude lines 36 marked either directly on the plate or on a transparent grid sheet of celluloid or the like mounted thereover. These parallel lines give squares of 0° latitude and longitude dimension. Each grid of plate 30 has a line 40, shown near the letter J in the window, which extends radially towards the center pivot 33. That line is intended to be brought into a definite position relative to the map, such as by means of a reference line 37 on the map or a similarly positioned line on the grid sheet, if the latter is made as a separate element. This insures aligning one of the sight openings 32 of the perforate plate 30 with one special mark 31 on the drawn card, which is preferably a colored area as large as the perforation 32 in the plate 30.

Each of the areas A to K of the reference plate is provided with different arrangements of holes which are definitely located relative to the normal movements of the hurricane in the related special areas of the map. A center mark 38, shown in window 35, on each portion A to K of the reference plate is intended to represent the present position of the hurricane and the latitude and longitude distance and direction from that center mark of the selected perforation though which a mark on the card shows will indicate the new position to which the hurricane is to be moved. To insure a proper movement for the hurricane, each of the marks 31 on the card 29 is carefully positioned in accordance with the possible hurricane movements in that particular area (A to K) where the hurricane is at present located, and yet so as not to show improperly through a sight opening that has been added to present adequate confusion. That is, most of the card marks 31 and sight openings 32 are inoperative in playing the game.

The dots on the cards are so located that in the southern areas, such as J and K, the hurricane may stand still for a day or move slowly and in a generally westerly direction; while in the areas C and F the direction is more northerly and the speed faster. In the northern areas A and B the movement is generally northeasterly. Thus the average storm movement is largely parabolic, although it may move in retrograde or other directions to add interest to the game. Hence the storm centered at 55 on Hispaniola would tend to move into areas F, C, D or A and B.

The map board 10 is preferably provided with a peripheral flange or with spacers which separate the top play board from the bottom board 34. The spacer shown in Fig. 15 is preferably made as an intermediate board layer 41 which separates and is secured between the top and bottom boards 10 and 34. This board 41 is cut away to provide the circular recess for the rotary plate 30 and the various pockets. The lower board and spacer may be cut away at 39 (Fig. 2) to provide a pocket or space beneath the rotary reference plate 30 at the window 35 for the insertion of any one of the various cards beneath the selected perforated portion of the plate. Thus, when the card of Fig. 8, for example, is placed in the pocket 39 beneath the reference plate, and if area J is shown in the window, it will be found that the dot 42 of the card may be seen through the perforation 43 (Fig. 1) of the J area. This is the only dot of the various ones found on the card that can be seen through any of the perforations of that area of the plate. A different dot on the card will show through a perforation of another reference area.

The reverse of each card, as shown in Figs. 10, 11 and 12, is marked with a set of symbols which may be accompanied by descriptive words. These symbols represent the various hazards or other conditions to which a ship may be subjected. For example, in Fig. 10, the upper left hand square is a blank, because the area north of the area C is on land where there can be no ship movement. The next area labeled A has a symbol representing quarantine. The diagonal line through this

symbol indicates that any ship in port in area A loses one half day's travel. A ship labeled 8 may thus travel only 4 longitude or latitude degrees. The area labeled B represents a late cargo and the ship is delayed a full day. Area C represents a fire which in that particular case delays the ship one half a day. Area D means a breakdown on shipboard, which because of the diagonal line likewise means one half a day's delay. Area E means a storm and a full day's delay. Area F indicates a fiesta in a southern port, where the workers take a day off and the ship is held up in port. Areas G, H and I are blank, and the player may move his ship as he wishes in accordance with its speed marking. Area J requires the ship to stay in immigration for one half a day. Area K with its diagonal line represents half a day's delay for a strike. The hazards of areas A, B, F, J and K apply only to ships in port and do not affect the ship movements when on the high seas. The area B of Fig. 12 is marked to represent a fog with one half a day's delay.

The area J of Fig. 12 calls for a special circumstance, in which a ship in distress is to be placed on the ocean in accordance with the directions indicated on that square J. The symbol W_3 places the ship 25 three degrees west of the center point in J. After the ship 25 has been located at its distress point, this requires any ship within one day's travel to go to its rescue and stand by for one day, or until the next play comes up. The center hole of each area may be identified by color or by being located substantially at the center of the reference letter A, etc.

The indication in square A of Fig. 11 is that the ship is grounded for one half a day, if it is within certain colored areas 44 near the land which represent shoals, as indicated by short horizontal line shading. The marking in area K of Fig. 11 represents an ocean current or wind which moves the ship in the direction of the arrow through the indicated degree distance, in this case 2° west, and thus gives the ship an extra movement either to its advantage or disadvantage.

The rotary disc 30 may be moved manually by means of a cut out window 46 at the left side of the board in a suitable location. Or the disc may be moved by contacting it beneath the window 35 if the grid markings have been printed thereon. For convenience, the cards may be mounted in various pockets 47 located between the top and bottom plates of the board (see upper left corner of Fig. 1), and likewise the ship and hurricane tokens may be placed in a receptacle 48 covered by a pivoted Celluloid cover plate 49 which may be suitably positioned and secured.

The start of the game is determined by a still further set of instruction cards 50, two of which are indicated in Figs. 13 and 14. There are as many cards as there are ships. Each card 50 is marked with the symbol of the ship and its speed movement, and also with a set of ship movement orders, such as the ports of call, as indicated in the figures. In playing the game, the one who draws the lowest card number, indicated at the bottom of the card, such as card 2 of Fig. 13, gives the course instructions to all of the players. That is, if card 2 is the lowest number each one will then move his ship in accordance with instruction 2 on the card which matches his particular ship. That is, the Oslo of Fig. 14 will move from Bermuda to Havana and thence to New York, which is the terminal port for each one of the ships. Incidentally, the various ship orders are worked out so as to be reasonably fair to each one of the ships so that, for example, the slow speed ship has a shorter travel route and a chance to get to port first.

In order to play the game, the various cards of Figs. 13 and 14 are shuffled and drawn, and the one with the lowest number, such as No. 2, determines the route of each of the ships, whereby each adopts the second course on his card. Then the pack of cards 29 (Figs. 7 to 12) representing the hurricane and hazard movements are

shuffled and the first drawn card is used to give the initial hurricane position. That is, if the top of the card is marked as in Fig. 7, the hurricane is positioned at latitude 17 and longitude 60 in K (shown in dotted lines). If that part of the card is blank, then the hurricane does not start until a suitable card is drawn, but the ships will go through a first day's movement. The reverse of each drawn card is used to give each ship its orders. If that reverse side of the card of Fig. 7 is as shown in Fig. 10, then any ship in port in area A must follow the instructions as above specified, whereby it is held in port for one half a day. The ships in areas G, H and I are free to move their full distances as indicated by the numbers on the ships or on the corresponding ship cards of Figs. 13 and 14. Each of the ships therefore is moved in accordance with the hazards indicated on that Fig. 10 card.

To determine the hurricane movement, a new card is drawn from the pack and inserted in the pocket **35** beneath the rotary disc **30**. If the hurricane has been initially positioned in area K, for example, then the disc **30** is rotated until the K area is properly centered in the opening **35** and the position of the red dot from the next selected card gives the future movement of the hurricane for that next play. If the hurricane is in any other map area, then the disc must be rotated so that that area comes into view. This is necessary since the hurricane movement in each of the areas varies according to its different position in the ocean. Many of the cards are provided with green dots and if one shows for a given area, the storm is to remain stationary for one play. Also, various other restrictions on the token movements may be provided. For example, a ship token may not move over land, nor over reef infested waters, such as the areas **52** printed in red on the map, as at San Juan and near Nassau in the Bahamas.

Assuming that the hurricane was positioned in latitude 17, longitude 60 according to the card of Fig. 7 and that the next card drawn is that of Fig. 8, the hurricane having been placed in area K, the perforated disc **30** is rotated to bring K into place and the card **25—79** is inserted under the perforations. In this case the dot **53** (Fig. 8) will show in perforation **54** in area K (Fig. 1) when the latter is properly positioned in the window. This will serve to move the hurricane 1° north and 6° west which will place the hurricane center exactly at the port of San Juan in the area J. Then, if the next card drawn is that shown in Fig. 9 (**18—55**), the disc **30** is rotated to bring area J into the window **35** as shown in the drawing. This brings into view the red dot on the card which is 5° due west of the center point **38** of the perforation in J or at the point **55** on the Island of Hispaniola. Further cards may serve to move the hurricane into areas F, C, A and D according to hurricane pattern, but the variations in the card markings may move the hurricane in any direction and yet within the possible movements of standard hurricanes. As soon as the hurricane has been positioned by the new card, then the reverse of that same card will give the ship movement instructions for each of the players. The one who gets to the home port of New York first wins that voyage, such as a count of 500, while the others are given certain counts to be added for a game total.

When the storm token leaves the marked areas, it is reset as at the beginning of the game and a new hurricane is started. The player need not move his ship token or he may move it only part of an indicated journey, if such movement sends the ship too near the hurricane disc **20**. It is the essence of the game to avoid the area encompassed by the hurricane disc **20**.

It will be appreciated that "hurricane" is a term customarily applied to a cyclone of comparatively small diameter and violent intensity which originates in the West Indies or the Gulf of Mexico. Such a cyclone is characterized by high winds rotating about a calm center of low atmospheric pressure which moves forward at a comparatively low rate of speed while the air rotates about that center at an enormous velocity. A similar storm in the Chinese seas is termed a typhoon. Such storms are formidable and highly dangerous to the navigator. Hence a game of this type has an element of realism for those familiar with the ocean storms which intensifies the player's interest in the game.

It will now be appreciated that the mechanical features of this construction and the association of the cards with the perforate plate and the tokens may be employed for other types of game. Also, various modifications may be made in the constructional details within the scope of the invention. Hence the above description of a specific game applying to a hurricane is to be interpreted broadly and not as imposing limitations on the appended claims.

I claim:

1. A game board apparatus comprising a board having areas representing geographical portions of the earth surface and token locations thereon, a set of player tokens movably positioned at any of said locations and movable through limited distances towards a destination at each play, means governed in part by chance which determines the movement of the player tokens, a special token representing a storm which is movable over the areas and intended to interfere with the play movement of a player token, means governed in part by chance for indicating a next play movement of the special token wherein its movement follows largely the pattern of normal movement of a storm in the particular geographical area on the earth represented by the play board area on which the special token is located, each of said player tokens being subject to the hazard of interference by the special token and movable subject to both skill and chance in an attempt to avoid the storm.

2. A game board apparatus comprising a board having a map representing geographical portions of the ocean and adjacent land areas and seaports and provided with a multiplicity of token locations on the ocean areas which are spaced according to latitude and longitude, a set of player tokens simulating ships movable from selected ports to a destination port but only through predetermined latitude and longitude distances at a play and locatable at any of said locations according to a play of the game, a special token representing a storm which has an extensive surface area extending over several degrees of latitude and longitude and which is movable over said areas according to the chances of the game, means operated according to chance for governing the positional movement of the storm token which provides a hazard for any ship token within the area covered by the storm, and means governed by chance for providing an instruction limiting a ship token movement which is related to the ocean area within which the ship token is located, said parts being such that the game involves skillful movement of each ship token over the ocean areas to avoid the storm token but subject to the chances and instructions of the game.

3. A game board apparatus according to claim 2 in which the map is divided into designated areas and the means which governs the storm token movement comprises two superimposable plates, one having a group of sight openings and the other having a group of markings so arranged that a play indication marking may be seen through a sight opening, said group of sight openings being so located with reference to one of said map areas that the storm token movement in that area is determined by the position of the observed marking simulates a possible movement of a hurricane in the same geographical area of the earth, and the groups of sight openings and markings on the plates providing an element of chance in the storm token movement.

4. A game board apparatus comprising a board having a map thereon representing a portion of an ocean and the adjacent land which may be subject to a hurricane, said board having token locations and several designated areas which are defined according to latitude and longitude, movable player tokens representing ships which may

be individually and separately positioned relative to said locations in an area as indicated by the play, a movable hurricane simultating token positioned relative to said locations according to the play, and means governing the hurricane token play movement which comprises a plurality of cards, each having spaced spots in definite positions, and a movable plate having several groups of sight openings in predetermined spacings, which are arranged for superimposing one group of sight openings over the spots on any card, and wherein each group of openings is individually related to a separate map area and to the spots on all cards so that when a group of sight openings and the spots of a card are superimposed, only one spot will show through any opening and the position of the visible spot will indicate the next hurricane movement for the area related to that group of sight openings.

5. Apparatus according to claim 4 in which the token locations are recesses in the board which are spaced according to latitude and longitude, and wherein the tokens have downwardly projecting lugs mountable in and located by any of the recesses.

6. Apparatus according to claim 4 in which the cards have designated areas corresponding with the map areas and hazard designations thereon related to said areas which govern the movement of any ship token according to its location in a related map area.

7. Apparatus according to claim 4 in which each player card has a set of instructions for use according to the position of the ship token in the map areas which governs the next ship token movement.

8. Game apparatus according to claim 4 comprising a special token representing a ship in distress, one of the cards having instructions for locating the special token in a given map area and requiring any ship token within a

specified distance therefrom to be moved to stand by the special token for one play.

9. A game board apparatus comprising a board having map areas thereon and spaced token positioning recesses, a set of player tokens and a storm token, each having a lug insertable in a recess for locating the token, a rotary disc, a pivot securing the disc beneath the board, the disc having an annular portion provided with several groups of sight openings in predetermined spacings and wherein each group is respectively related to a separate map area, said board and disc being shaped to make visible any selected group of sight openings of the disc, means providing a card pocket beneath the visible sight openings of the disc, and a group of player cards, each of which is separately insertable in said pocket and has instructions governing the player token movement and a group of marks in predetermined spacings thereon so arranged that only one of the marks will be visible through one of the sight openings of each of the several groups, the arrangement of sight openings and the location of the visible mark relative to an index point on the disc serving to give a required instruction for moving the storm token in any map area.

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