



All Guns Blazing!

Newsletter of the Naval Wargames Society

No. 170 – May 2008

Editorial

April saw the NWS earn a well-deserved feather in its cap. The “Attack at Source” participation game, based on the attack of the X-Craft against the *Tirpitz* in 1944, won the award for “Most Innovative Game” at the prestigious “Salute” wargames show in London (see the battle report in the following pages). The lion’s share of the award goes to Simon Stokes who put in (as ever) an amazing amount of work in developing the game. Simon is an example and an inspiration to us all. With luck we will be seeing the rules used in the game appearing in a future issue of Battlefleet.

It is with great sadness that I have to report the death of David K Brown, RCNC during April. David will be familiar to many of you as the author of a number of excellent books on naval architecture and RN warship design. He was also a good friend to several members of the Society, including myself.

Yours aye,

DM

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HMS BELFAST D-DAY WEEK EVENT

I received a message from Simon Stokes. It is likely that the NWS will be asked to put on a game during the D Day week on board HMS BELFAST, most likely on Saturday May 31st. The game will probably be the “Attack At Source” participation game which appeared for the first time at Salute in April. If you would like to help out with the game please contact Simon direct at:

simonjohnstokes@aol.com



One of my favourite wartime photos – no prizes for guessing what ship and where ☺

“Attack at Source”

Naval Wargames Society

Participation Game at Salute 2008

By Simon Stokes

Introduction

For the past few years we've made a point of staging an NWS game at Salute. This year we thought we'd try our hand at staging a participation game based on the midget submarine attacks on *Tirpitz* when she lay at anchor in the Norwegian fjords in September 1943. Many people will remember the excellent black and white war film “*Above us the waves*”, starring John Mills, Donald Sinden and John Gregson, which is loosely based on this operation. But not everyone is aware that the attack actually happened and was every bit as daring an operation as the film depicts.

This article details the background to the game and describes the events during the games that were played at the show. A separate article, to appear in *Battlefleet*, will detail the rules that were developed specifically for the game, but which could easily be used for other midget submarine operations during WW2.

Background

Operation Source was mounted by the British during WW2. Its objective was to neutralise the heavy German warships *Tirpitz*, *Scharnhorst* and *Lutzow* that were based in Northern Norway, using X-class midget submarines.



Six X-Craft were used. X-5, X-6 and X-7 were allocated the battleship *Tirpitz*, in Kåfjord. X-9 and X-10 were to attack the battlecruiser *Scharnhorst*, also in Kåfjord. X-8 was to attack the pocket battleship *Lützow* in Langefjord.

The craft were towed to the area by conventional submarines (HMS *Truculent*, *Syrtis*, *Sea Nymph*, *Thrasher*, *Stubborn* and *Sceptre*) and manned by passage crews. Close to the target, the operation crews would take over. X-9 was lost with all

hands on passage when her towing rope snapped and she was dragged under by its weight. X-8 developed serious defects and was scuttled. The remaining X-craft began their run in on 20th September 1943.

Between 18:30 and 20:00 on the evening of 20th September X-5, X-6, X-7 and X-10 all slipped from their towing submarines and began to make their way on the surface across the declared minefield towards Sørøy Sund.

X-5 (Lieutenant Henty-Creer) exchanged shouts of good luck with X-7 (Place). It was to be the last time Henty-Creer was seen alive.

X-6 (Lieutenant Cameron) continued on the surface until 01:25 when she dived at first light and continued submerged up Sørøy Sund to the entrance of Stjern Sund and by dusk she was nearing

Tommelholm, one of the Brattholm group of islands off the entrance to Kåfjord where the X-craft were to rendezvous if possible. X-6 surfaced to recharge batteries but had to make an emergency dive at the approach of a patrol boat. By 21:00 they surfaced again. Shortly before midnight Cameron tucked X-6's bows between a couple of rocks to await first light.

X-7 (Lieutenant Place) had a comparatively uneventful passage up to the rendezvous. At 16:30 they sighted a large ship, probably *Scharnhorst*, steaming north in the lee of Aarøy Island. X-7 also spent the dark hours among the Brattholm group of islands, charging her batteries and undertaking final maintenance, but no contact was made with X-6.



X-10 (Lieutenant Hudspeth) suffered from technical problems so Hudspeth decided to seek shelter on the north side of Stjernøy, to try and effect repairs. They spent all day of the 21st September making repairs though with little success, but at 17:50 set off for Kåfjord. At 01:35 an approaching vessel forced them to dive. Hudspeth later surfaced to ventilate the craft and because he was unable in any way to navigate while dived he made for Tommelholm on the surface. At 02:15 he bottomed

for the day and the crew set to work to try and repair the defects, hoping to be able to attack their target, *Scharnhorst*, during the night of 22-23 September.

In order that the X-craft should not damage each other a careful schedule had been laid down. The first period for attacking was from 01:00 to 08:00 on 22 September with a firing period for any side cargo of 1 hour after this, i.e. from 08:00 to 09:00. Thereafter there was to be an alternating cycle of 3 hour attack periods and 1 hour firing periods.

In Kåfjord *Scharnhorst's* berth by Auskarneset was empty but *Tirpitz* was secured behind her anti-torpedo nets. There was also anchored in the fjord the repair ship *Neumark*, a tanker and a Norwegian ship, three destroyers Z30, Z31 and *Erich Steinbrink*, and the very old Norwegian coastal defence ship *Tordenskold*, re-named by the Germans *Nymphe* and fitted out as an ack-ack ship.

X-6 (Lieutenant Cameron) planned to attack *Tirpitz* at 06:30 on 22 September and started the journey into the Kåfjord. Just after 07:00 X-6 slipped unseen through the boat gap in the A/T net. At 07:07 X-6 ran aground at the western shore and broke surface. She was seen aboard *Tirpitz* and reported but mistakenly considered to have been a porpoise and was disregarded! At about 07:12 X-6 again broke surface about 30 yards abeam of *Tirpitz* and was identified correctly. The periscope was flooded and the gyro compass had stopped due to the violence of grounding and the subsequent large angles of dive and rise to which it had been subjected. Cameron groped his way blindly in what he believed was the right direction and was caught in what he thought were the starboard side A/T nets surrounding *Tirpitz*. He broke clear and surfaced close under *Tirpitz's* port bow to be met with a fusillade of small arms fire and hand grenades. X-6 was too close for any of the battleship's guns to be brought to bear. it was obvious that escape was impossible so Cameron and his crew destroyed their more secret papers while he backed the submarine alongside *Tirpitz* and released both side cargoes beside "B" turret. Then they scuttled the craft and surrendered to a German picket-boat. Cameron and his crew were taken aboard the *Tirpitz*.

At almost the same moment that X-6 was releasing her charges by "B" turret of *Tirpitz*, X-7 was doing likewise just a little further astern.

Place with X-7 had left Brattholme Island at 00:45, an hour earlier than X-6, and had passed

unseen and without incident through the boom at the entrance to Kåffjord at 03:50. Then X-7 ran into trouble. The craft became severely entangled in a rectangle of nets which protected a berth in the middle of the fjord. Here X-7 remained enmeshed for an hour before her violent exertions enabled her to break free, but only at the expense of a defective gyro and a broken trim pump. By 06:00 X-7 was free and Lieutenant Place decided to go deep beneath the anti-torpedo nets surrounding the target.

Lieutenant Place expected the nets to reach some 60 feet or so down from the surface but in fact another net covered the space below to the bottom of the sea-bed and X-7 was again entangled. She worked herself free but broke surface unnoticed and had to dive again, only to become enmeshed yet again at 95 feet. Some erratic manoeuvres enabled her to break free. The gyro was now completely useless and Place let the craft come slowly to the surface so that he could see where he was. By some "extraordinary lucky chance" (Place's own subsequent report) X-7 had broken clear of the A/T nets and was inside them with nothing between her and *Tirpitz* 30 yards ahead. Place ordered the craft to 40 feet and struck the battleship abreast of "B" turret where he released his first side-cargo under the keel. He then went to 60 feet and having turned went astern under *Tirpitz* for some 180 feet and released his other side-cargo as nearly under "X" turret as he could estimate. The first grenades thrown against X-6 were heard as X-7 hit *Tirpitz*, so X-7 must have laid her first side-cargo at about 07:23 and the second a couple of minutes later.

After releasing both side-cargoes X-7 was taken down to 100 feet and course altered to try and get her out through the gap where she had entered. However the compass was still not functioning and with no proper idea of a course to steer she was again caught in the nets. For about three quarters of an hour Place worked the craft on motors and by blowing ballast to clear her, but each time he won free it was to become enmeshed again. At 07:40 X-7 broke surface and came under small arms fire, but cleared the net and dived to the bottom in 120 feet. Getting under way but still blind X-7 again ran into a net somewhere off *Tirpitz*'s starboard bow until at 08:12 a violent explosion shook the craft free. Place again bottomed to inspect the damage but although the pressure hull was still intact the machinery was so damaged that it was clearly impossible to try and make the return passage. Place therefore brought X-7 to the surface close to a battle-practice target and climbed out on to the casing under a hail of fire, waving his sweater in surrender. He had just time to step on the target before X-7, her ballast tanks leaking, sank beneath him at 08:35.

Place was taken prisoner and nearly 3 hours later Sub-Lieutenant Aitken made a successful escape from the craft but his two companions, Sub-Lieutenant Whittam and ERA Whiteley failed to follow him and died, having exhausted their oxygen supply before they could get out of the hatch. All 3 had been forced to breathe their escape oxygen for much of the time while flooding up as the water reacted with the battery acid to produce chlorine.

On board *Tirpitz* the day had begun much as usual. At 05:00 the hydrophone listening watch had been secured and maintenance on the sets had been started when at 07:07 an object was briefly sighted but mistaken for a porpoise and disregarded: it was X-6 running aground inside the A/T net. At 07:12 X-6 was correctly identified when she again broke surface some 75 yards off the port beam and the power boat was manned at the gangway. At the same time the alarm was raised throughout the battleship by the alarm bell.

A certain amount of confusion seems to have arisen here by the misuse of the alarm bell. Instead of the correct number of rings for "submarine danger" the bell was rung for "close water-tight doors", so that the actual threat to *Tirpitz* was unknown to most of her ship's company. The anti-aircraft armament was manned but X-6 was too close to the battleship and her attendant craft to allow them to open fire. The X-craft was seen to dive and then resurface some minutes later when a power boat went alongside, embarked the crew and endeavoured to take the craft in tow. At 07:36 water-tight doors were all closed and the prisoners brought on board where their demeanour caused the Germans to believe that they had successfully completed their task. The order was given for *Tirpitz* to raise steam.

At 07:40 a second midget submarine was sighted outside the A/T net boom. This was X-7 forcing her way out. A.A. guns opened fire, grenades were thrown and the destroyers Z27 (*Erich Steinbeck*) and Z30 told to drop depth-charges. The boom gate to the net enclosure was shut.

On the sinking of X-6 close beside *Tirpitz* at about 07:30 it had been Captain Meyer's intention to take the battleship to sea as quickly as possible away from any danger that might have been left by X-6. Already divers were preparing to check the hull for limpet mines and a wire was being drawn along the battleship's bottom. However the sighting of X-7 outside the nets caused Captain Meyer to change his plan as there was obviously a possibility of danger in the fjord and he had no means of knowing whether the attackers carried a locomotive torpedo or merely some form of static mine. Moreover it would probably take at least an hour before *Tirpitz* could be under way. Since X-6 had been sighted on *Tirpitz*'s port side it was probable that any explosive charge would have been laid on that side and *Tirpitz*'s bows were hauled over to starboard with her anchors and cable-holders. Moving the stern, which was secured to the shore by wires, was not readily feasible.

At 08:12 there were 2 violent explosions, almost simultaneously, and *Tirpitz* leapt upwards several feet. A very considerable amount of damage occurred. All the lighting circuits and much of the power supply were put out of action and the ship settled down with a slight list to port with No. 2 generator room flooded, as well as other adjacent compartments. Some minutes later a second midget submarine (X-7) was seen to surface and was fired on as a member of the crew came out and stepped on to a practice target. After the submarine was seen to sink the destroyer Z27 dropped 5 depth-charges in the vicinity.

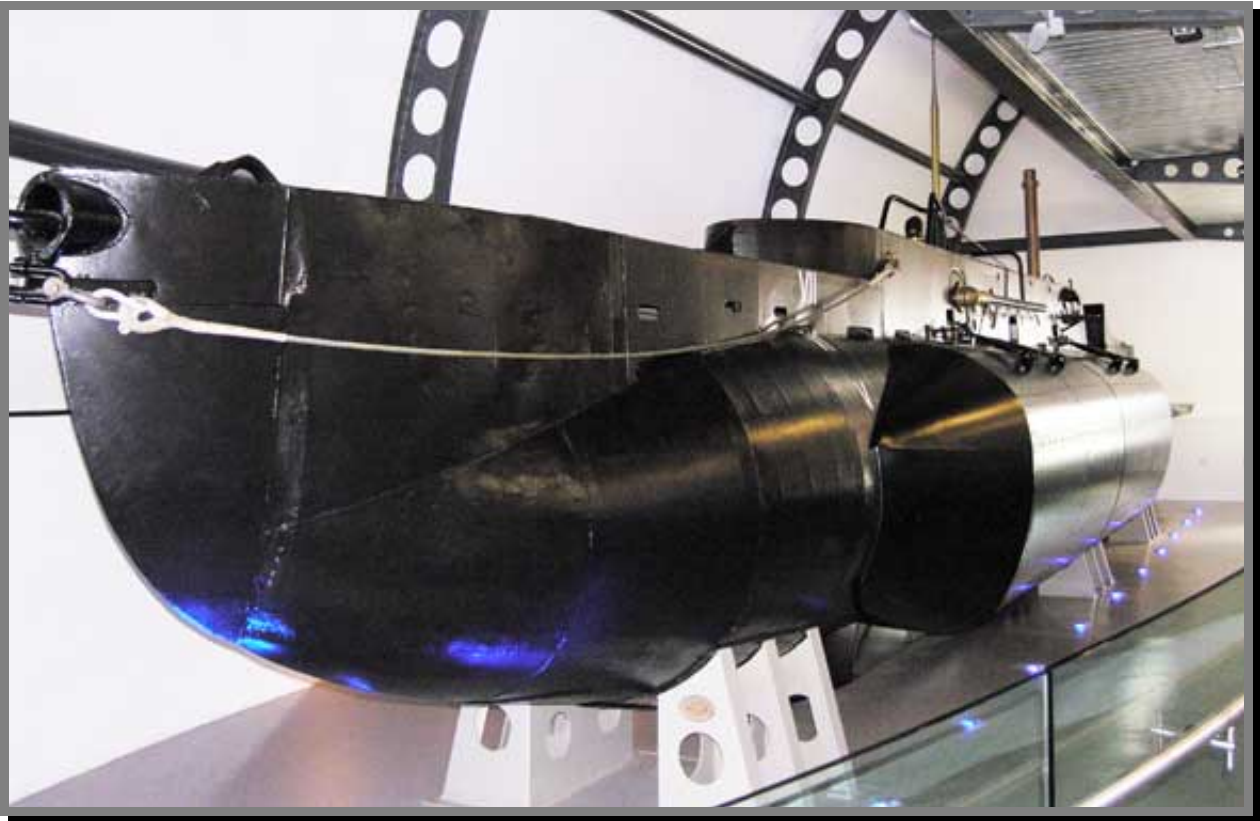
At 08:43 yet another submarine was sighted about 650 yards away broad on *Tirpitz*'s starboard bow. Both heavy and light AA guns opened fire and several hits were seen as the craft went under water, probably damaged. Two minutes later a destroyer dropped a pattern of five depth-charges over the spot. This must have been X-5 and is the last and only sighting of the X craft after Place and Henty-Creer had exchanged shouts of good-luck off Sørøy at 23:15 on 20 September, 33 hours earlier. It is probable that Henty-Creer was waiting until the next "safe-to-attack" period after 09:00 before attempting to force the nets.

Although the fate of X5 is unclear, it is believed to have been sunk by a direct hit from one of *Tirpitz*'s four-inch guns though it's not known if she had had a chance to place her charges. In 2004, a saddle charge identical to those used by the X-class was found on the bottom of Kåfjord, a short distance from the site of the attack. Although it has not been positively identified, it is believed to originate from the X5.

Throughout the winter months of 1943-44 the Germans laboured in Kåfjord to repair *Tirpitz*, with special ship workers based on the repair ship *Neumark*. Six months later on 15th March 1944 all possible repairs without dry-docking had been completed. *Tirpitz* was eventually sunk off Tromsø by RAF Lancaster bombers on 12th November 1944.

For this action the commanders Lieutenant Donald Cameron (X-6) and Lieutenant Basil Place (X-7) were awarded the Victoria Cross, whilst three other participants (Robert Aitken, Richard Haddon Kendall and John Thornton Lorimer) received the Distinguished Service Order and one (Edmund Goddard) the Conspicuous Gallantry Medal.

X-Craft mounted a number of daring operations in both home waters and in the Far East right up until the end of the war. A few examples still survive, the most complete being X-24 which is on display at the Royal Naval Submarine Museum at Gosport, Hampshire (<http://www.rnsubmus.co.uk/>).



X24 on display at Royal Naval Submarine Museum Gosport

Preparations

We decided to go for as large a scale as we could to make the game interesting to the casual observer and draw people in to have a look to see what we were doing. We eventually settled upon 1/350th scale. It was Jeff Crane who suggested that we raise the ships and subs up on flying bases, though in the end we were unable to procure the mini telescopic radio aerials Jeff originally had in mind to provide variable height stands for the subs and had to make do with fixed height stands, though the subs were detachable from the stands as were the side charges from the subs themselves.

The rules were home grown and borrowed heavily on the real life events and mishaps that befell the crews. These were used in the form of event cards drawn at random by the players.

Rob Hutton volunteered to build *Tirpitz* from a Tamiya kit, and even opted to plank the deck with match sticks – hats off to Rob for that one, I wouldn't have had the patience.

I had responsibility for the X-craft and other vessels plus the scenery and rules. The X-craft were scratch built. I looked high and low for suitable models and the nearest I came was a 1/144th scale model, so in the end I fabricated them from balsa, dowel, milliput, a pin and (most importantly) the plastic lid off of a pack of donuts for the stern steering and diving planes.

The destroyer and torpedo boat were built from the Airfix 1/400th scale Kriegsmarine set which I picked up on ebay. This set is excellent value for money comprising 11 separate kits. The launches were pinched from the *Tirpitz* kit. The crew figures you see on the models are from White Ensign.



Airfix Kriegsmarine Kit

The torpedo nets were fashioned from table tennis nets and held up by lengths of wooden dowel screwed into transparent pringle lids.

The mines were made from milliput and pins mounted on penny coins.

The sea bed was simply gardener's weed retardant fabric liberally coated with PVA and sprinkled with railway modellers grey ballast. The "rocky outcrop" was a plaster cast from a railway modeller's mould.

Finally I also obtained "Above us the waves" on DVD, which we played on a portable DVD player during the lunch break which added greatly to the atmosphere of the game – *"full ahead group down, dive dive dive"*.

The Games

We ran four complete games on the day, each lasting just over an hour, which was slightly longer than I'd hoped for but not by much.

The first game saw all the X-craft safely through the minefield without mishap and the boom open very early on, with all the X-craft dashing to enter it before it closed. The German destroyers got lucky and spotted X10 at periscope depth just after she'd cleared the minefield, which added further reason for urgency as *Tirpitz* then started to raise steam. X10 escaped with only minor damage however as she was too close for the destroyers AA guns to bear and not close enough to be depth charged.

X5 had the most mechanical difficulties, with her trim pumps giving her most trouble and forcing her to the surface, though timely playing of the "Porpoise" event card prevented her from being spotted by the destroyers. All four X-craft made it into *Tirpitz's* anchorage, though three jammed release mechanisms ensured that only five charges were laid underneath *Tirpitz*. X5's mechanical

difficulties continued to dog her as she again broke the surface as she attempted to make good her escape and this time was spotted and machine gunned by *Tirpitz*. A leaking ballast tank eventually did for her chances of escape and her crew bailed out and were taken prisoner as she surfaced for the final time before sinking back down to the bottom.

Two of the X-craft made good their escape whilst the third was snagged on the torpedo nets when the saddle charges detonated. Damage to *Tirpitz* was extensive, *Tirpitz* losing about 1700 points from her starting total of 5000, so was probably in line with historical damage.



Game 1 in full flow as the cumulative effect of event cards (soon dubbed disaster cards by the players) is explained.

Game two bore witness to the potentially lethal effects of the German mines for one of the four players, all of which were from the Chichester wargames club, as X6 first snagged on a mine anchor cable and then struck and detonated the mine immediately sinking the X-craft.

Despite this early bath for one of their number the remaining three X-craft all evaded detection and eventually two of them found their way through the boom which had again conveniently opened to let them through, though X7 initially had great difficulty in navigating her way in as she had both a malfunctioning gyro compass and a broken periscope and so ran into the netting several times before eventually finding the opening.

X5 chose the harder route into *Tirpitz*'s anchorage by attempting to punch a hole in the netting close to where *Tirpitz* lay at anchor. The netting did not give way easily however and she soon found herself snagged in the netting with a broken trim pump and more seriously a leaking ballast tank. At the last moment she managed to break through and forged forward dropping like a stone to the bottom right below *Tirpitz*'s keel. Both saddle charges were dropped there and then and the leaking ballast tank blown to try to force her to the surface before she sank for good. She dared not use her motors in an attempt to get away however as the leaking trim pumps could have forced her back down again. She surfaced right next to *Tirpitz* and her crew bailed out and were taken prisoner aboard *Tirpitz* as X5 finally sank back to the bottom for good next to the charges she'd just

laid.

X5 was not the only X-craft to suffer a leaky ballast tank, X10 also suffered the same malfunction as she cleared the boom and entered *Tirpitz's* anchorage. Her plight was not nearly so desperate however as her trim pumps were still working and she was not snagged on the netting and so had plenty of time in which to lay both her saddle charges under *Tirpitz's* hull and head towards the shore before coming to the surface so her crew could bail out.



X5, her side charges detached and already sunk, on the bottom under Tirpitz's hull – note Tirpitz's planked deck.

In the end only X7 made good her escape, though for a while she was again trapped in the same section of netting on the way out as had snagged her on the way in, but she managed to work herself clear and through the boom as the five saddle charges (the release mechanism of X7's port charge had jammed) all detonated together in sympathy as the first timer ran out. Damage to *Tirpitz* was very severe, this time amounting to nearly 3000 points, and whilst not enough to sink her it was probably enough to have put her out of the war for good.



X7 Snagged on Netting

Following a brief hand-over and a couple of questions Drew Jarman took over umpiring duties for games three and four.

Game 3 followed the general pattern of the first two games, though the destroyers were a little more aggressively handled and forced all the X-craft to approach submerged rather than at periscope depth.

The little lad in command of X5 drew a rash of mechanical failure cards which saw both the gyro compass and periscope put out of action and both side charge release mechanisms jammed. After several inadvertent brushes with the torpedo netting around the empty anchorage in the middle of the fjord and a few close brushes with the patrolling destroyers, he eventually drew a repair periscope event card, came up to periscope depth and negotiated his way through the boom and into *Tirpitz's* anchorage. Exhibiting commendable tenacity, X5 drew up next to *Tirpitz*, surfaced, set the timer on the side charges and the crew bailed out opening the sea cocks as they did so. X5 sank back to the sea bed whilst the crew were taken prisoner on board *Tirpitz*.



Drew and Nick put the game 3 players through their paces.

Whilst X5 was floundering in the fjord, it was X7 once again that made a B-line for the open boom and managed to avoid both mechanical mishap and the patrolling German destroyers to drop both side charges on the bottom under *Tirpitz's* hull before exiting back the way it came.

X7's easy passage was in stark contrast to the experience of X6 and X10 which were harassed by the German destroyers and suffered a combination of failed gyro's and trim pumps meaning they didn't make it into *Tirpitz's* anchorage before the charges from X5 and X7 detonated. Damage to *Tirpitz* was again significant, though with only four charges detonating there was no chance of sinking her. Still, with 1400 damage points from a 5000 point total, *Tirpitz* had been badly wounded.



X7 breezes into Tirpitz's anchorage whilst the other X-craft flounder around in the fjord harassed by destroyers.

For game four we took stock of how the first three games had played out and, at Drew's suggestion, introduced some minor changes to try to give the players a few more challenges to overcome. The empty anchorage in the centre of the table was replaced by a single continuous anti-torpedo net spanning the width of the fjord, but did not come all the way to the surface, so could be crossed by shallow draft vessels on the surface. We also converted a couple of the "boom open" event cards to "boom closes" event cards to add a bit more uncertainty and urgency to get through the boom if and when it opened. These changes meant that much more of the action took place outside of *Tirpitz's* anchorage.



The revised layout for game 4.

The players elected to approach in a long line of four. X10 snagged a mine cable which then detonated forcing the X-craft to the bottom. The explosion alerted the Germans who made preparations to raise steam. X5, X6 and X7 made it through the mine field and arrived at the nets. X6 rammed the nets and got snagged while X5 and X7 bounced off.

X10 managed to raise it's self and proceeded to the nets but got snagged. It broke free to the other side but started to flood. The crew settled the craft on the bottom, flooded it, set the charges for 5 minutes and evacuated to the surface.

X7 then drew a progressive flooding card and, with time running out, proceeded at full speed towards *Tirpitz*. At turn five it broke surface, the Germans spotted it but identified it as a porpoise and it slowly sank to bottom, but not before the crew had bailed out setting the saddle charges for a five minute time delay as they did so.



X7 drops slowly under the keel of Tirpitz

X6 broke through the netting around *Tirpitz* but was detected and hand grenaded by one of the patrolling launches. This did no direct damage but the gyro compass chose this moment to fail. The following turn X6 hit the bottom and got stuck for one move on a rocky outcrop. Next turn the side charge started to flood which made it steer away from *Tirpitz* towards the shore. At this they decided to settle on the bottom and set the charges.

X5 had a charmed existence. It rammed the net line and broke through on the third attempt and went up to periscope depth to find the boom opening. They submerged and headed through the boom at maximum speed clearing the boom just as it closed. They then proceeded towards *Tirpitz* until they saw the dark bulk of its hull through the portside bull's eyes. They slowly descended to the bottom under *Tirpitz's* keel, dropped their charges and headed back towards the net barrier and the relative safety or the open Fjord.

The two charges from X6 detonated just as a patrolling launch was passing doing moderate damage to it but only doing very minor damage to *Tirpitz*.

The two charges from X7 detonated slightly closer to *Tirpitz* but only did minor damage. The charges from X10 detonated but did no damage.

This left the two charges from X5 which detonated under the hull of *Tirpitz*. For game purposes *Tirpitz* was adjudged to have 5000 hull damage points, the charges did a total of 450 points of damage to *Tirpitz*. X5 made its way back out through the net barrage towards the open fjord where it surfaced and ran on diesels for 15 minutes to charge the batteries and replenish the air supply. It then settled on the bottom until nightfall and attempted to exit the fjord. The game ended at that point.

Conclusions

The game played out well and was well received, so much so in fact that blow me down if we didn't pick up the show award for most innovative game.

Given that this was the first outing for the game it's not surprising that we took away a whole bunch of suggested improvements. We will endeavour to incorporate as many of these as we can before the games next outing.

My thanks go to the NWS team Nick Hewitt, Andy Jose, Robert Kirk, Rob Hutton and Drew Jarman for their help on the day, and especially to Rob for the super build job on the *Tirpitz*.



The Trophy

References

It would be unfair to reproduce it here but if you follow the link below John Makin has produced a superb painting based upon operation source, prints of which are on sale from his web site:

<http://www.makingalleryplymouth.co.uk/product.php?xProd=43>

Detailed description of *Tirpitz*'s service history including operation source:

<http://www.bismarck-class.dk/tirpitz/history/tiropersource.html>

Detailed instructions on how to scratch build an X-craft in 1/72nd scale:

http://www.bismarck-class.dk/shipmodels/building_articles/x_craft_benedetto/x_craft_benedetto.html

Published sources:

Conways "All the Worlds Fighting Ships 1922-1946" 1995.

Sea Battles in Close Up World War 2 Vol 2, Edited by Eric Grove, Ian Allen Publishing 1993.

John Curry Events

The following message was received from John Curry:

The latest article I have added is by Richard Brooks (the military historian) who kindly agreed to let me reproduce his article about Fred Jane (see <http://www.johncurryevents.co.uk/navalrules/fredjane/articles.htm>).

The Fletcher Pratt game has attracted some comment and there are now 7 articles about it on my website (see <http://www.johncurryevents.co.uk/navalrules/fletcherpratt/articles.htm>).

I have obtained another rare naval wargame that I will produce in due course.

The next Innovation in Wargames Conference (February 2009) is on HMS Belfast, a glorious place to play wargames on! (see <http://www.johncurryevents.co.uk/conference/homepage.htm>).

The conference will include a wargaming show for the public on Saturday the 28th February 2009. I will take the opportunity to try out a few classic naval games.

www.johncurryevents.co.uk

NWS Events and Regional Contacts, 2008

NWS Northern Fleet – Falkirk East Central Scotland

Kenny Thomson, 1 Excise Lane, Kincardine, Fife, FK10 4LW, Tel: 01259 731091
e-mail: kenny.thomson@homecall.co.uk - Website: <http://falkirkwargamesclub.org.uk/>

Falkirk Wargames Club meets each Monday night at 7pm with a variety of games running each evening. Naval games are popular with 2 or 3 run each month. Campaign games sometimes feature in our monthly weekend sessions. Games tend to be organised week to week making a 3-month forecast here a waste of time. Please get in touch if you'd like to come along.

- Popular periods – Modern (Shipwreck), WW1 and 2 (GQ), WW2 Coastal (Action Stations), and Pre-dreadnought (P Dunn's rules)
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NWS North Hants [Every 3rd Sunday]

Jeff Crane 31 Park Gardens, Black Dam, Basingstoke, Hants, 01256 427906
e-mail: gf.crane@ntlworld.com

NWS Wessex [Bi-Monthly Meetings]

The Wessex Group has gone into (hopefully) temporary abeyance for the moment. If anyone living in the Bath / Bristol / Gloucester area (or further afield) would like to take on managing the group please contact myself or any of the other NWS officials.
