



All Guns Blazing!

Newsletter of the Naval Wargames Society

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EDITORIAL

<http://boardgamegeek.com/images/boardgame/109291/sails-of-glory>

Thanks to David Manley and Jeff Chorney for this link to new naval game, "Sails of Glory". I've enjoyed a couple of goes at flying a Spitfire around in the World War II version of Wings of War. (It's now Wings of Glory for some reason, don't ask me why). Haven't hit any of those pesky Me Bf109s yet but it was good fun and that is what it is all about. If Sails of Glory is half as good, I'll be interested in buying it. I wouldn't describe it as cheap though.

Norman Bell

normanpivc@gmail.com

VIEW FROM THE BRIDGE

April 2013

Chairman: Stuart Barnes-Watson

'A ship is only as good as its crew'. Never a truer word said, and my thanks go to the contributors of last month's AGB. Personally, I found the report on Canada's Battle of the Atlantic Museum, Halifax, Nova Scotia' of great interest. Every year I travel to somewhere of naval interest, and it's great to have info on sites to see. Our membership is currently 70/30 UK/International, and it would be of benefit to all members if you told us of your naval travel experiences. A monthly column please Norman!

I'll start the ball rolling by informing all of my view, and local naval history of North Devon. Where!!! I hear you say.....

The oldest sites are standing stones and a Roman legionary fort, but for naval enthusiasts it's the Norse and Saxons that rouse interest. Norse raids from South Wales were frequent, the result bloody. Finally, King Alfred the Great instructed boat builders in Bideford to build him a fleet to rival the Norse. Once built, it sailed to Alfreinscomb (Ilfracombe) for manning. King Alfred the Great, true founder of the Royal Navy. A great battle ensued in which the Saxons were victorious, and the leaders commemorated by street names in Bideford and Appledore (Hubba Stone Norse leader). Next up was King John, who, having annoyed every Englishmen, Welshmen and Scot, proceeded to infuriate the Irish by invading. Boats built in Bideford, manned in Ilfracombe. Then there was Spaniards, washed up from the Armada. Pretty harmless by the time they arrived here, but.....

Pirates!!!! The area is notorious for pirates, and with good reason. Until 1800, Ilfracombe came under Exeter as customs inspection. All this, before sailing onto Bristol. With literally hundreds of ships awaiting inspection, pirates had a field day. As did the local mayor! A visit to Chambercombe House in Ilfracombe will reveal the ghastly legends (Most Haunted House in Britain). And smugglers tunnels. Bartholomew Roberts is believed to have a pauper's grave in Bideford cemetery. Lundy Island is connected by ferry to Ilfracombe and Bideford during the Spring to Autumn seasons. Lundy has so much history. Besieged during Medieval times, ransacked by Barbary pirates, taken over by French pirates.....in action during WW2. The remains of a Heinkel 111 can still be seen, together with the last resting place of the battleship HMS Montagu, wrecked on Lundy in 1907. The pub has a very impressive picture library and memorabilia

of the disaster. Shuts at midnight, power off, drinks self served, honesty box. The pub reckons it makes more money after hours than normal!!!!

World War 1 found a hastily assembled paddle minesweeper division based at Ilfracombe. The Ilfracombe Yacht Club is the old officers' quarters. Photos of these warships can be seen in the Britannia Arms in the harbour. World War 2 found Ilfracombe in a similar position. The Bristol Channel was vital to UK shipping, Bristol a premier port. The Germans bombed the area and penetrated with U boats. Recently, a German veteran talked to the local paper about his experiences.....washing under England's highest waterfall near Combe Martin (home to great smugglers caves! There's more, but contact me if you wish to know more and visit North Devon. Surely there's something there to stimulate the naval wargamer! I'm trading at the South West Ship Show, Portishead, near Bristol on Saturday 6th April, and hope to see some of you there. I'm also doing a Battle of Tsushima in 1/1250 on Sunday May 12th at Lee Bay village hall near Ilfracombe. I've booked the hall overnight on Saturday so I can have a beer whilst setting up!!! Also don't have to drive home! Let me know if you'd like to attend...or want a list of my current stock of 1/1200 ships.

Email: stuart_barnes_watson@hotmail.com or call 01271 866637

DICTIONARY OF BRITISH NAVAL BATTLES. Rob Morgan.

The flyer I get from the 'Lance & Longbow Society' (whose members get 25% off all books from this publisher by the way) tells me that Boydell's have now published this title by John Grainger ISBN 978-1-84383-704-6. Priced at a sumptuous £95 in hardback; no indication of a paperback on the horizon, sadly.

It's described as an invaluable reference work for every battle and engagement upon the seas fought by British vessels from the early medieval period up to the present day. Each battle, handily for wargamers, describes the encounter, the ships involved, locations, and the references. It's said to be a thorough work, and one much needed, given the often disjointed accounts of naval warfare around these islands up to even the time of the Williamite Wars. A few small references to the book are cropping up in the academic and professional press, but ninety five quid is a lot of money.

I approached our librarian, and have trawled the academic libraries in this small nation, and found no takers at the price. Not even a review copy floating about. Not surprising perhaps, but I'd like to encounter a detailed thorough review of it. Who knows? I might win the lottery!

U-Boats at War 1937?

This is a comment and a query. In 'War in Spain' a journal published in English during the Spanish Civil War, I found a note on U-Boat activity out of Nationalist held ports in support of the Fascists. Apparently, intelligence sources identified five U-boats active against the Republic from February 1937 onwards. U-29, U-30, U-34, U-36 and U-54. The first four were Type VIIA's, and according to Conway's the U-29 and U-30 both survived to be scuttled in 1945; while U-54, lost in the war, was a Type VIIB, launched in 1938.

It would add something to a limited SCW at Sea scenario, but it seems to me that five U-boats operating out of Vigo or Ferrol in all probability would require a depot ship. Or am I wrong?

Rob Morgan.

A CONFEDERATE RIVER RAM. C 1864.

I acquired, many years ago, a couple of Revell 'twin-packs' of models of the USS Monitor and CSS Virginia, of indeterminate scale, but useful in the land scale of 15mm. These models are now very elderly, but still of value, though I don't believe they are still manufactured by anyone.

One Monitor eventually lost its turret and guns, the turret's still waiting use, it might turn into one of the sinkable 1872 German River monitors, and the guns are now in a shore battery, manned by 6mm figures. The simple hull which remained, waterline (the kit was full hull optional), gave me an idea. The hull is broad enough to take a 6cm x 6cm cheap plastic light fitting 'top', of the sort which comes in two parts, one lower broad part to accommodate the light bulb, and a smaller section 3cm high which slips over the top. I bought a white one from a local shop for a pound, then simply cemented the smaller piece centrally on the Monitor's hull, adding a roof for the new casemate from a square of thick plasticard roughly scored to look like planks or plates.

With this in place it began to look like the CSS Albermarle or CSS Neuse of blessed Confederate memory.

On top of the casemate the central funnel I placed a plastic handwriting pen top, about 25mm high, superglued to a round plastic games counter for stability, I drilled a 30mm long screw through the centre down to the hull for added strength. The Ironclad, rather late-war of course, was to have only two heavy guns, and I cemented four old Airfix ships gunport lids, I think from a 'Revenge' of 1588, but squares of 10mm plasticard would have done, the forward and aft gun ports centrally, the port and starboard offset slightly, the forward gun fired to port as well, the aft to starboard, standard practise in the weapon starved Confederacy. A small circular pilot house was mounted just in front of the funnel- I left the original block pilot fitting in the bows, for no real reason, it looked fine there. Added a couple of deck fittings, a spare anchor and a ship's boat (optional in both cases), which more or less completed the Southern ironclad. At a late stage I made up a torpedo boom, using two 10cm lengths of sprue, cemented to a base frame 20mm wide which sat on the foredeck around the original pilot house with tiny oval toy beads for the explosives.

A quick overall spray of Humbrol light grey, some rust and a black funnel and that was it, she was ready. The CSA Naval ensign incidentally eluded me until my good friend Mike Crane of Texarcana provided one, it's 15mm or thereabouts.

On one occasion, the CSS Jubal Early, a nice name I thought, though as a Welshman I did consider 'President Jefferson Davis' as an alternative, and by now a powerful river ram, engaged a group of Essex (or were they Donnington?) 15mm scale Union mortar rafts, exchanging heavy fire with a battery of Yankee 12pdrs, and scattering their cavalry, before withdrawing up river, boldly. For this game I added a 15mm old 'Peter Laing' Williams Gun and crew to boost the ram's firepower, a field gun or mountain howitzer would have sat there just as well, but not permanently fixed of course.

I could I suppose have super-detailed the 'Jubal Early' but that's a matter of taste, a jack forward at the bows perhaps? Or perhaps a couple of crewmen and officers standing signalling on the casemate, or even a set of bracing wires from the funnel. Incidentally, if anyone does know if these models are still produced somewhere, I'd be very interested to learn of it. The two warships straight from the box would still make a good game.

Rob Morgan.



A Confederate Floating Battery.

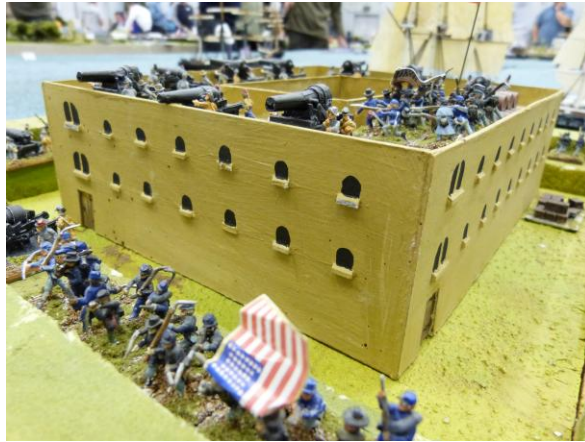
A second of the now ancient (and vanished?) Revell 'CSS Virginia's' became a simple floating battery, to add to land ACW games, which in my opinion always need a bit of floating firepower .My 'model' if you like, was the CSS Georgia, a pretty useless clapped -out wreck which could manage a knot or two, but little more!

The casemate was removed from the hull base plate, well that bit was fairly ruined anyway, and cemented on a long piece of plasticard, to look like a half-submerged raft. I took out all but three of the ship's guns, so the battery looked undergunned, as it would be. I removed the old funnel, and replaced it with a longer 50mm plastic barrel, slightly raked. The ventilators on top of the warship were from the USS Monitor in the pack, and I left the tiny pilot house forward, and one anchor. A few big 'sand-bags' and a big Confederate flag over the stern and that was about all. The entire model being some nine inches long overall. The entire superstructure sits back, giving the model a sort of slightly awash look to it. It was sprayed matt black overall, with touches of wood and of rust and the odd gleam of gunmetal. I painted up a couple of small 15mm old 'Peter Laing' figures for a topside command group, and that looked good too. I do have a jetty for her from one of the old 'Atlantic' cowboy sets, a raft is what it started out as, but it will do.

A boom from a bunch of toothpick 'logs' cemented in sections and with small 'torpedoes' along it, added to the potential of the battery; which saw a good bit of action, and generated a lot of interest, a warship appearing in a land game tends to do that!. I gave her the name, CSS O'Hara (well, after Scarlet of course).

Rob Morgan.





Plymouth Show, pictures courtesy of Stuart

Bridge installation, a milestone for UK carrier build

15/03/2013

Phillip Hammond the UK Defence Secretary was in Scotland to watch an enormous bridge section fitted to the Royal Navy's new aircraft carrier.



The 700-tonne navigation bridge of HMS Queen Elizabeth is lowered into place at Rosyth shipyard in Scotland

[Picture: Copyright Aircraft Carrier Alliance]

During a visit to Rosyth shipyard, Mr Hammond oversaw the 700-tonne section being lifted into place on the deck of HMS QUEEN ELIZABETH

Nearly two thirds of the ship has now been built and the structure is due to be completed by the end of this year. The carrier is then expected to leave the dockyard in 2014 before beginning sea trials with the Royal Navy.

The forward island, houses the bridge where the captain and navigation crew will operate. The enormous steel section was built in Portsmouth and transported by barge to Fife, where the carriers are being assembled. Both HMS QUEEN ELIZABETH and her sister ship, HMS PRINCE OF WALES, will have 2 island sections which will provide independent control of navigation and air traffic control operations.

The construction and assembly of the Royal Navy's carriers is one of the UK's biggest engineering projects. Work on the carriers in Scotland is worth around £1.3 billion and more than 2,000 staff working on the ships in Rosyth.

Ministry of Defence

Turning of the Tides

14/03/2013

For the first time 2 new ships are being model tested for Replenishment at Sea operations.



Close formation experiments with 1:44 scale models in the manoeuvring basin at Haslar

[Picture: Andrew Linnett, Crown copyright and QinetiQ]

Results will see how the Royal Fleet Auxiliary's new Tide class vessels will fare when keeping the Royal Navy's biggest ships fit to fight at sea. A major factor that turns the Royal Navy from coastal operators into a blue water navy is its ability to replenish at sea (RAS). This RAS capability includes the ability to take on fuel rapidly and safely while on the move, often in onerous conditions. The ships that provide the fuel are operated by the Royal Fleet Auxiliary and the multi-million pound contract between the MOD and South Korean company Daewoo Shipbuilding and Marine Engineering (DSME) for the Tide class of four auxiliary oilers will provide much of this capability in the future. The basic design is nearly complete and the hull form has now been fully developed by DSME with their design sub-contractor BMT Defence Services in Bath. This design work has been far from easy but has resulted in a solution that promises to offer good sea-keeping and manoeuvring characteristics for the RAS role.

One overriding question that has been in the minds of the Commercially Supported Shipping, MARS (Marine Afloat Reach and Sustainability) Tanker project team at Abbey Wood has been: How will the Tide Class auxiliary oilers perform when 'RASing' alongside the Queen Elizabeth class aircraft carriers?



1:44 scale models of the Tide class tanker and the Queen Elizabeth class aircraft carrier

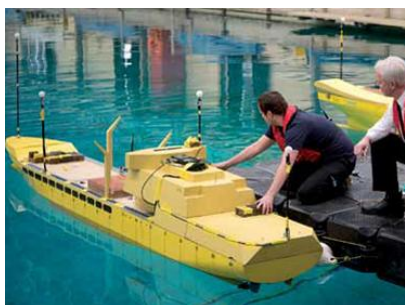
[Picture: Andrew Linnett, Crown copyright and QinetiQ]

The answer comes in part from an innovative set of tests and trials undertaken at QinetiQ's Ocean Basin at Haslar, Gosport. 2 1:44 scale models of the Tide class tanker and the Queen Elizabeth class aircraft carrier have been undertaking close formation

experiments in the manoeuvring basin at Haslar, the largest covered water space in Europe.

The experiments have been conducted in calm conditions and in higher sea states and allow the Defence Equipment and Support project team to determine how the hulls interact with each other. The models are not small with the Tide class model around five metres long and the Queen Elizabeth model approaching seven metres in length and weighing just less than one tonne. The Tide class and Queen Elizabeth class will be 2 of the largest ships that have been operated in close proximity for many years. Large ships operating close together in open water are subject to hydrodynamic forces that can either pull the ships together or push them apart. Understanding these forces is critical to ensuring that full scale RAS operations can be conducted safely. This is the first time that 2 new ships have ever been model tested for RAS operations at QinetiQ's Ocean Basin. The 2 new ship designs present the Royal Fleet Auxiliary and Royal Navy with challenges that are rarely experienced. The Abbey Wood project team's decision to model the RAS evolution at scale model level has therefore been welcomed as an opportunity to allay fears at an early stage. The RFA ships will have to keep station, using the Queen Elizabeth class as a guide during RAS.

"This will take great skill and concentration for long periods in very challenging conditions so any analysis we can undertake early will provide comfort that the RAS capability can be met with the new ships.



The Tide class model is around five metres long
[Picture: Andrew Linnett, Crown copyright and QinetiQ]

The model experiments consisted of a number of runs along the Ocean Basin with differing separation distances between the 2 models. The runs were conducted in varying conditions including simulations of up to sea state 6 in head, beam and quartering seas. The model tests were also able to simulate incidents such as emergency breakaway procedures and engine failures during RAS. Once all data is collated and analysed it is expected that the results can provide the RFA and Royal Navy with the necessary guidance for safe operation when the first Tide class vessel, RFA Tidespring, enters service in 2016.

This article is taken from the March 2013 edition of desider - the magazine for Defence Equipment and Support.

Last Type 42 destroyer returns from final deployment

02/04/2013

HMS EDINBURGH, the Royal Navy's last remaining Type 42 destroyer, returned to Portsmouth from her final deployment last week.



HMS EDINBURGH returns to Portsmouth
[Picture: Leading Airman (Photographer) Keith Morgan, Crown copyright 2013]

The 30-year-old warship has spent the past 6 months patrolling the Atlantic. She will decommission in June, having clocked up 793,345 miles, as the old Type 42 destroyers make way for the new Type 45s.

EDINBURGH left her home port of Portsmouth in September for routine operations across the North and South Atlantic in support of British

interests worldwide. She carried out maritime security operations around the British South Atlantic Islands and supported counter-narcotics efforts off West Africa. She returned home to Portsmouth on 28 March.

The deployment included many exotic goodwill port visits in South Africa, the Caribbean and the Americas.

HMS EDINBURGH

EDINBURGH was built by [Cammell Laird](#) at Birkenhead and launched in April 1983. She was commissioned in December 1985. Her first deployment was to the Arabian Gulf in 1987, escorting numerous merchant ships safely through the region. The following year HRH The Duke of York joined as one of the ship's officers, serving on board during a 6-month round-the-world deployment.

In 1996, EDINBURGH rescued the crew of a crippled sailing boat while on patrol in the Gulf. She despatched her Lynx helicopter to rescue all 9 Pakistani crewmen from the vessel after it took on water in stormy conditions and eventually sank. She took part in the second Gulf War in 2003, supporting Royal Marines ashore and acting as escort to the helicopter carrier HMS Ocean. The following year, EDINBURGH deployed to the Mediterranean and was involved in Operation Active Endeavour, monitoring sea lanes as part of the war on terror.

And, in 2008, during operations in the Gulf she seized a drugs cargo – stashed on board a sailing boat - worth several million pounds. EDINBURGH entered refit in 2010 and spent most of the following year in the South Atlantic before returning there during her final overseas deployment. Type 42 air defence destroyers have been the backbone of the Royal Navy's fleet since the first - HMS SHEFFIELD - was commissioned in 1975. EDINBURGH was the 14th and final Type 42 to enter service.

The Type 42s are being replaced by a fleet of Type 45 destroyers. HMS DUNCAN, the sixth and final Type 45 was formally handed over to the Royal Navy by shipbuilder BAE Systems on 22 March 2013.

KAISER'S KORSAIRS



LOSS OF CAP TRAFALGAR

Allied Move 18

Samoa. Sailors and marines from the Russian light cruiser 'Zhemchug' and Japanese light cruiser 'Chikuma' combine to accept the peaceful surrender of the Samoan Islands, Germany's last interest in the Pacific.

Chile: the collier 'Chevington' has been detained and seized by Chilean officials. She was listed as missing months ago. Her crew proved to be part British part German Navy. The coal was for the light cruiser 'Leipzig', rendezvous Marquesas Islands.

Italian Somaliland (Arabian Sea): the Italian protected cruiser 'Eritrea' signals a sighting of the German light cruiser 'Königsberg', but lost to view soon after due to terrible storms.

Dresden? Who knows??

German Move 18

Samoa falls to the Allies. Russian sailors from the light cruiser Zhemchug and Japanese Marines from the light cruiser Chikuma accepted the surrender of the defenceless islands.

Konigsberg battles storms in the Arabian Sea. Prop shaft buckled, speed reduced.

Dresden sinks the sailing ship 'Dawson' 800 tons, off the Galapagos Islands.

Leipzig sinks the sailing ships 'Harfleur' 700 tons (French) and 'Raglan' 800 tons off the Marquesas Islands. But no collier is waiting. The cruiser is forced to lie up in the shelter of the islands and pray for a collier.

Allied Move 19

Admiral Patey moves with uncharacteristic speed and despatches his fleet to the Mozambique Channel, in the hopes of meeting Konigsberg. 'Fortune favours the brave' so they say. Warrego sighted and chased the German raider. Gradually the range closed, Warrego's forward 4" having meanwhile created a serious fire amidships on Konigsberg. Suddenly the German turned to port to cross the destroyer's path, and unleashed a punishing salvo. The fire fight was desperate; torpedoes were launched from both but missed, until Warrego drew off a battered wreck. Konigsberg had fired her last shots, and could only watch the destroyer limp away as waterspouts surrounded her from Sydney's 6" guns. Konigsberg turned to starboard to try to head off Sydney and reduce the range for her remaining torpedo. Sydney's salvos were very erratic, and so Konigsberg was able to launch her last torpedo. A crunching salvo at the time of launch probably didn't help....the torpedo missed. With the battle ensign flying, the Konigsberg's crew opened her sea cocks and jumped for their lives amidst the wreckage of the lifeboats.

The raider had sunk 16 ships including the sloop Clio, and raided Perth and Penang

Admiral Jerram likewise moved with customary speed and force sailed the cruisers Yarmouth and Newcastle to the French Marquesa Islands. Tipped off by a native fishing craft, the allied cruisers swept into Deception Bay and fairly pasted the anchored Leipzig. The German fire was prompt but very erratic, whilst the 6" and 4" shells from the allied cruisers were visibly having a devastating effect. The allied cruisers slowed to 5 knots and poured their fire into the bow of Leipzig. Soon sailors were seen to be abandoning ship, return fire had ceased, and Leipzig settled bow first into the Bay.

Leipzig had accounted for 15 ships exclusively off Central South America.

This just leaves Dresden....wherever she is!

German Move 19

Konigsberg enters the calm waters of the Mozambique Channel, only to be discovered by the destroyer HMAS Warrego. Konigsberg steers towards the coast and the Rufiji Delta, with Warrego's salvos covering her decks with sea water. Then a further allied warship is sighted chasing astern, the light cruiser HMAS Sydney. A lucky hit from Warrego causes a major fire aboard Konigsberg, and encourages the next move. Konigsberg turns to port to head off the racing destroyer. At close range the destroyer is blasted by the first salvo of Konigsberg's last ammunition. In a frenzied firefight at close quarters both ships launch torpedoes to no avail. Battered and toothless, Warrego retires South, leaving the rapidly approaching Sydney and now also the light cruiser HMAS Melbourne, to finish the action. With the fire finally quenched (said to be from Sydney's erratic salvos), her only means of attack was her starboard torpedo tube. The crew resolved to fire this then scuttle. With Sydney about to cross her bow, the torpedo was launched. But the speeding cruiser easily evaded, and so the crew were ordered to the remaining boats, and sea cocks opened.

Leipzig. Stuck without coal in the French Marquesa Islands, sailors put ashore in lookout posts were the first to sight the cruisers impending doom. Two British light cruisers (Yarmouth and Newcastle) were steaming towards Leipzig's sheltered anchorage. Rounding the headland, Yarmouth's 6" guns were first in action, Leipzig's 4.1" replying vigorously. Yarmouth slowed as she entered the anchorage, and the weight

and accuracy of her salvoes soon began to take effect. Newcastle now added her salvoes to the stricken German, and with her last gun knocked out, the order was given to lower the battle ensign and scuttle. The mystery of the missing collier was solved when the British explained that Chilean authorities had detained her and that the captured merchant seaman had divulged Leipzig's position. **Dresden** battles her way through heavy storms off the Gulf of Panama, no sightings.

Allied Move 20

In the Gulf of Panama, the US cruiser Chester sights Dresden. 2 hours later, she reports wreckage from a British merchant ship. No survivors found.

German Move 20

Dresden, the sole survivor of von Spee's fleet, runs riot off the Gulf of Panama, sinking the sailing ship 'Leominster' (900 ton), steamers 'Kennedy' (1100 ton) and 'Glenfoyle' (2700 ton). Sighted by the US light cruiser 'Chester', radio signals detected.

Allied Move 21

Following this report, Admirals Jerram and Craddock both rush warships to the Gulf of Panama and surrounding seas. Further news is obtained from the steamer 'Otway', under attack by Dresden off the Galapagos Islands. Jerram's 3 ships, the battleship 'Triumph' (centre) and armoured cruisers 'Minotaur' and 'Hampshire' fan out along the sea-lane, with Craddock's armoured cruisers 'Good Hope' and 'Kent' 120 nautical miles astern.

A lookout in the fighting top of 'Triumph' sighted a sailing ship and warship directly ahead at maximum range. Both appeared stopped. Immediately Admiral Jerram ordered the main forward 10" batteries to open fire. The opening salvo was very disappointing, and Dresden could be seen beginning to increase speed and make headway. To the fury of Admiral Jerram, the engine room reported a maximum speed of only 17 knots. Dresden could still manage 20!

Fury turned to delight, as the next salvo landed squarely amidships Dresden, appearing to lift her out of the water.

With Dresden still making headway, 'Triumph' fired a further 2 forward main battery salvoes until the hapless cruiser was seen to capsize to port and sink beneath the waves.

Whilst complimenting the ships gunnery officer, Admiral Jerram was introduced to the skipper of the sailing ship 'Vincent'. Discovering that the sailing ship was carrying guano, Jerram famously replied

"Just when you thought you were out of the st!"**

German Move 21

Dresden heads south to the Galapagos Islands. She is rewarded almost at once, stopping the steamer 'Otway' (3000 ton). Wireless transmission was detected and a 4.1" shell promptly destroyed the telegraphy office. Angry with the merchant ships captain for breaking wireless silence, the ships crew were ordered into their lifeboats, demolition charges placed and the Otway sent to the bottom.

Later, the sailing ship 'Vincent' (1000 ton) was sighted and ordered to head into irons for inspection. It was hoped to offload the many prisoners on board Dresden, but the cargo proved to be valuable guano. Once again some of Dresden's crew were sent to place demolition charges. Dresden circled slowly at 5 knots. Suddenly the look out sighted fighting tops heading directly towards Dresden. In less than a minute a heavy calibre brace of waterspouts appeared some distance from the cruiser.

Leaving the demolition crew to their lifeboat, Dresden was soon up to 10 knots and intent on escape.

With a devastating blast the next shells blasted home amidships. With only one funnel, no guns and with a severe list, Dresden's captain was left with no choice but to open sea cocks and abandon ship, the unfortunate prisoners being left to swim as only 1 lifeboat remained intact. Unfortunately, 2 further salvoes were to slaughter most of the swimmers, and flood the lifeboat. Dresden's Kaptain Kartermann went down with his ship. A new national hero and top scorer in the former Kaisers Korsairs. 20 ships including the Russian protected cruiser 'Askold'.

On the bridge of the British battleship 'HMS Triumph', Admiral Jerram congratulated the gunnery officer, and welcomed the rescued skipper of the 'Vincent'. Upon hearing of the ships cargo, Jerram pronounced that famous saying.....

“Just when you thought you were out of the st!”**

Final Standings for ship sinkings

1. **Dresden:** 20 including Russian cruiser Askold. Sunk M21, Galapagos Islands by RN battleship ‘Triumph’.
2. **Konigsberg:** 16 including RN sloop ‘Clio’ and 2 large troopers. Sunk M19, Mozambique Channel by HMAS light cruisers ‘Sydney’ and ‘Melbourne’.
3. **Leipzig:** 15. Sunk M15, Marquesa Islands by HMAS light cruiser ‘Sydney’.
4. **Karlsruhe:** 14 including a trooper. Sunk M14, Caribbean by RN armoured cruisers ‘Berwick’, Lancaster’ and ‘Essex’.
5. **Kaiserin Elisabeth:** 8 including RN cruisers ‘Dartmouth’, ‘Psyche’, ‘Pyramus’ and destroyers ‘Itchen’ and ‘Kennet’. Sunk M8, Solomon Islands by HMAS battle-cruiser ‘Australia’.
6. **Nurnberg:** 7 including HMAS sloop ‘Protector’. Sunk M16, Southern Indian Ocean by HMAS light cruisers ‘Sydney’ & ‘Melbourne’.
7. **Kronprinz Wilhelm:** 4. Sunk M11, Windward Islands by RN armoured cruiser ‘Suffolk’.
8. **Gneisenau:** 3 including Japanese armoured cruiser ‘Idzumo’ and RN light cruiser ‘Pegasus’. Sunk M17, Narrows by RN armoured cruiser ‘Monmouth’.
9. **Cap Trafalgar:** 3. Sunk M4, Eastern Seaboard by RN armoured cruiser ‘Suffolk’ and light cruiser ‘Bristol’.
10. **Emden:** 3 including the HMNZ light cruiser ‘Philomel’. Sunk M8, Soloman Islands by HMAS battle-cruiser ‘Australia’.
11. **Prinz Eitel Friedrich:** 2. Sunk M8, Solomon Islands by HMAS battle-cruiser ‘Australia’.
12. **Scharnhorst:** 2 including Australian monitor ‘Cerberus’. Sunk M17, Narrows by RN battleship ‘Canopus’.
13. **Geier:** 1. Sunk M8, Solomon Islands by HMAS battle-cruiser ‘Australia’.
14. **Kaiser Wilhelm der Grosse:** 0. Sunk M1, Madeira by RN protected cruiser ‘Vindictive’

HISTORICAL

1. **Karlsruhe 16 ships.**
2. **Emden 15 ships.**
3. **Kronprinz Wilhelm 14 ships.**
4. **Prinz Eitel Friedrich 11 ships.**
5. **Leipzig 4 ships.**
6. **Dresden 4 ships.**
7. **Kaiser Wilhelm der Grosse 3 ships.**
8. **Konigsberg 2 ships.**
9. **Scharnhorst 1 ship.**
10. **Gneisenau 1 ship.**
11. **Geier 1 ship.**
12. **Nurnberg & Kaiserin Elisabeth 0 ships.**

WRAP UP

Historically the Austro Germans managed a total of 82 ships including the RN armoured cruisers ‘Good Hope’ and ‘Monmouth’, light cruiser ‘Pegasus’, Russian light cruiser ‘Zhemchug’ and a pair of French destroyers.

This compares with 98 including the RN light cruisers ‘Pegasus’, ‘Dartmouth’, ‘Psyche’, ‘Pyramus’, a sloop and 2 destroyers, Japanese armoured cruiser ‘Idzumo’, Russian protected cruiser ‘Askold’, New Zealand light cruiser ‘Philomel’, Australian monitor ‘Cerberus’ and sloop ‘Protector’.

SO

WELL DONE, against 3 very experienced wargamers, Dave Manley (Admiral Patey), Wayne Pocock (Admiral Jerram) and Jeff Crane (Admiral Craddock).

And thanks for your participation, hope you enjoyed it!

**Stuart Barnes-Watson
01271 866637**

Allied Scalps

Admiral Patey Royal Australian Navy (Dave Manley)

6 ships: Konigsberg, Kaiserin Elisabeth, Nurnberg, Emden Prinz Eitel Friedrich & Geier. Also supply ship 'Titania'.

Lost: **5**: Psyche, Pyramus, Philomel, Cerberus and Protector.

Admiral Sturdee Royal Navy (Stuart Barnes-Watson, station ships)

4 ships: Karlsruhe, Kronprinz Wilhelm, Cap Trafalgar and Kaiser Wilhelm der Grosses. Also supply ship 'Rio Negro'.

Lost: **1**: Pegasus

Admiral Craddock Royal Navy (Jeff Crane)

2 ships: Scharnhorst and Gneisenau.

Lost: none.

Admiral Jerram Royal Navy China Sea Squadron (Wayne Pocock)

2 ships: Dresden and Leipzig.

Lost: **6**: Dartmouth, Clio, Itchen, Kennet, Idzumo, Askold

Supply ships Schwarzwald and Sao Paulo were scuttled in the Australian Bight due to lack of coal.

Final Table of Honour

- 1. Admiral Sturdee +3**
- 2. Admiral Craddock +2**
- 3. Admiral Patey +1**
- 4. Admiral Jerram -4**

My huge thanks for your time and commitment. I know orders have been sent in from all over the world. **As an umpire the anticipation of the orders and the near misses has been thrilling.** Wayne, so so unlucky in general.

For your info, Siobhan BurrIDGE commanded Konigsberg to huge success, a non wargamer and female....so why don't we have many women in wargames?!!!!

Thanks to Stuart for the Kaiser's Korsairs. Perhaps someone else can do something similar?

Page after page and you haven't reached the end yet. Now for the cerebral bit. How will you do in this month's quiz?

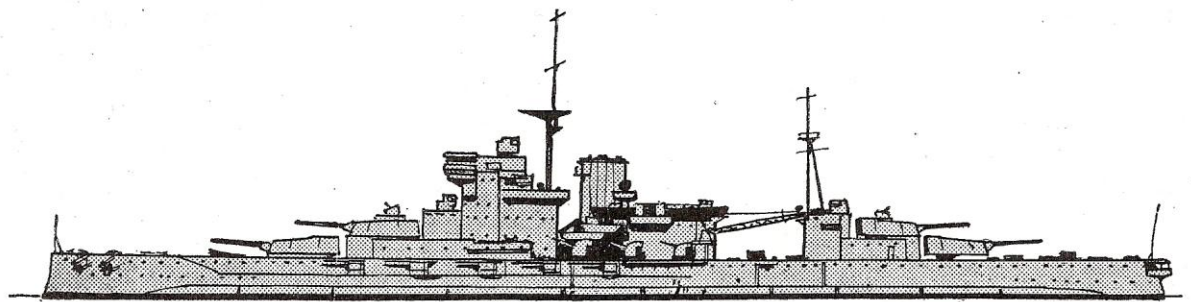
SEA QUIZ ...23.

I've been looking through some of the articles in 'The Navy' dating from the early fifties, and it's remarkable that the same discussions and arguments raged then as now. Problems over a new generation of carriers, naval cutbacks, the decline in the role of the fleet, all featured, sad to say. Here we go....

1. When was the salute officially introduced into the Royal Navy, and why?
2. Where and when did the warship name 'Havock' originate?
3. What was the first controlled target ship in the Royal Navy, and what was the name of her attendant destroyer?
4. In 1952 to which navy did 'Crescent' serve?
5. In this illustration of HMS Warspite, there are eight (8) 'major mistakes' drawn. What are they?

Good Luck..

Rob Morgan.



HMS Jupiter.

This 'double-slide', I don't know the Edwardian technical name for the sort of viewer they were used in, is part of the collection of late Uncle Jim, he arranged for it to be copied for me, and this really is a good copy of the glass original. No date anywhere on the slide of course, but looking at her paint job and rig overall, probably around the turn of the century or a little after. It's HMS Jupiter, one of the nine 'Majestics'; first class Battleships built in the mid 1890's. Armed with 4-12", they were good sea-boats, according to 'Conway's' 1860-1904, and only one, HMS Majestic was lost in WWI, though they all served through it, and the rest were broken up in the early 20's.

I think I'm right in saying that Jupiter actually saw service in much of the War in the White Sea, as a sort of Allied Guard-ship, along with some trawlers. Perhaps someone else knows a bit more about that? Unlikely that she saw any action there. Or did she? Probably served in a support or just-in-case' role, to beef up shore batteries and deter an enemy cruiser.

Rob Morgan.



Look What I Found!

Nothing spectacular in this case, but I often encounter odd items which are of interest to wargamers, we all do, but for the most part they go unrecorded, the information lost rather than passed on. I'm not suggesting that the NWS should, or even could, create what the much larger, and far more affluent Castle Studies Group produces- an annual compendium of books, articles and material on it's subject- far too large a matter. But it would be useful to all of us if we as members actually shared what we encounter, or even are 'desperately seeking'! In that case, since you ask, I'm looking for a 1/600th scale ACW warship USS Galena, and a CSS Baltic in the same scale. No? Ah, well.

I found myself in the old extra-mural library the other evening, waiting for my daughter. I had the chance to scan the shelves, and found a number of magazines on 'classical matters'. One of them, '*MINERVA*' looked interesting. Published in English, in the UK with a 'world-wide' distribution, the cover of the newest issue attracted me. I found myself looking through the pile of recent issues, one or two of which had useful nautical material. In the May/ June 2010 issue there's a splendid article, pages 16-19, entitled '*Ship of the People*'. Written by James Beresford, this is a very readable short appraisal of the Greek Trireme. Nicely illustrated too.

There are a couple of nice points made, he suggests that much of the push for Athens' democracy came from the 30,000+ oarsmen of the triremes, who demanded recognition for their efforts, while his comments on the narrowness and light construction of Athenian warships, which meant only four bowmen and ten marine hoplites could be carried on the top deck, also meant that the hoplites were trained to throw javelins from a sitting position in order not to knock the boat. There's a hands-on piece of practical research for re-enactors there. Beresford mentions a book I've not seen, but he regards as being of value; '*Lords of the Sea*' by John Hale (Viking Press 2009). Does anyone know that book?

Rob Morgan.

March 2013.

SIGNAL PAD!

Support your show. Can you get to any of the following?

The South West Ship Show, Parish Wharf Leisure Centre, Portishead, Bristol, Saturday 6th April, 10-4pm. It's a big show with literally all things nautical.

- 5-7th April. HAVOC. www.battlegroupboston.org Shrewsbury, MA USA.
13th April. Society of Ancients Battle Day. www.soa.org.uk Bletchley, UK
14th April. HELLANA. www.gruppoludicoaglianese.it Agliana, Italy.
- 20th April. SALUTE. www.salute.co.uk Excel Centre, Canary Wharf, London
NWS will be there. Come along and say hello.
- 27th April. Army v Royal Navy Rugby at Twickenham. It's a Turf War for the Babcock Trophy. £20 adult and £10 juniors.
- 4th May. Legionary. Matford Centre, Exeter. <http://legionaryshow.co.uk>
- 11th May. Carronade. Graeme High School, Callender Road, Falkirk. Contact Kenny Thomson Tel: 01324 714248 or email kenny.thomson@hotmail.com Website: <http://falkirkwargamesclub.org.uk/>

Don't forget the Explosion Museum, Gosport, Hampshire in June. The Shows above are only some of the total out there. If you go to one of these or any other show, how about sending in a few words of a review for All Guns Blazing?

Many thanks to contributors to this month's AGB. Coming next time: Battle of the Denmark Strait – The Rematch. Turbulent Waters; a review by Rob Morgan of an article in The Mariner's Mirror

JOINING THE NAVAL WARGAMES SOCIETY

If you have been lent this newsletter and would like to join the Naval Wargames Society, please follow this link to join our Society:

www.navalwargamesociety.org.

NWS Events and Regional Contacts, 2013

NWS Northern Fleet – Falkirk East Central Scotland

Kenny Thomson, 12 Craigs Way, Rumford Grange, Rumford, Stirlingshire, FK2 0EU

Tel: 01324 714248

e-mail: kenny.thomson@hotmail.com - *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)
-
-

NWS North Hants [Every 3rd Sunday]

Jeff Crane 31 Park Gardens, Black Dam, Basingstoke, Hants, 01256 427906

e-mail: gf.crane@ntlworld.com

Devon and the West Country

Naval Wargames afternoon/evening/all day on a regular basis.

Contact Stuart Barnes Watson to arrange the details.

stuart_barnes_watson@hotmail.com

3 Clovelly Apartments, Oxford Park, Ilfracombe, DEVON, EX34 9JS

Tel: 01271 866637
