



All Guns Blazing!

Newsletter of the Naval Wargames Society

No. 223 – MAY 2013

EDITORIAL

Thanks to the contributors of this month's AGB. 19 pages, phew! Simon's review of Stations Manned and Ready I found particularly interesting as I was involved (just) in the action. You can read how I had no luck and how the *Vittorio Veneto* arrived just in time to become a target. If you have a favoured rule set why not write a few words about the good and bad points for AGB.

Welcome to new member, John Addison.

Just a quick reminder to Members, if your address / email address changes let Simon and I know. It would be a shame if you missed out on AGBs and Battlefleets.

Thanks to Mal Wright for bringing this link to my attention. If you find something to share with Society Members send it to me for inclusion in a future AGB.

http://www.youtube.com/watch?feature=player_embedded&v=GWx2AnVQYy8

Published on Apr 18, 2013.

This video gives a good look around the Nuship Canberra at its current state of completion. Nuship Canberra is the first of the Australian Landing Helicopter Dock ships and is currently under construction at the BAE Systems Williamstown Shipyard at Port Phillip Bay. The ship is due to commence sea trials in late 2013

On a sad note, these words are from Dave Manley:

Stephen Welford

It is with great sadness that I have to report the death of wargamer and NWS member Stephen Welford at his home on March 27th. Stephen was an active gamer in the south west, a member of the Abbey Wood Irregulars and a regular attendee and organiser at the club's games in Frome its demonstration games in the South West. He was also a member of Phil Dunn's "Battleship Club" and joined the NWS when the BC and NWS merged in the 1990s, often heavily involved in the Wessex Branch games when its activity was at its height. Stephen was always an unfailingly fair minded and generous player and he will be missed by many. It is tragic that he should have passed away at such an early age.

It has come to our attention that some Members had to pay postage for their copy of Battlefleet. We don't yet know why the postage was underpaid, it's either that the package weight was on the cusp of a price differential and your local sorting office was much more aggressive in applying the higher postage than the sending post office. Or there was also a price hike by Royal Mail in April that may have caused the problem. If you can scan in the receipt for the overpaid postage and send it to Simon Stokes, we should be able to both refund you the money and hopefully get compensation from the post office.

Cheers
Norman Bell
normanpivc@gmail.com

VIEW FROM THE BRIDGE

May 2013

Chairman: Stuart Barnes-Watson

Once again the NWS did a sterling job at Salute 2013, London. The Cod Wars game is ever popular (my Anchorage clients are always snapping up trawlers, gunboats etc) and of large importance to the future of modern naval wargames. Since the Falklands War of 1982, there has been nothing to stimulate the naval wargamer. Fishery Rights, smuggling, humanitarian aide and ground support are the most likely requirements in our current age. Today we see Greenpeace emerging as a 'navy' in its own right, combating Japanese whalers off New Zealand waters. The Canadians could grow tired of Spanish and Russian violations of their fishing limits.

Please accept our apologies from the bridge to all those valued members who caught a postage surcharge with their Battlefeet. Royal Mail dramatically changed their postage rates last month, and is over zealous with charging in the hopes of soon selling up to the private sector. Thankfully, only UK members have been affected.

Vacancy on the bridge: Please contact me if you are able and willing to take on the role of webmaster. Our site is under reconstruction with the aim to make it easy to use and a link station for all manner of naval websites.

Email: stuart_barnes_watson@hotmail.com or cal 01271 866637

"The Kriegsmarine and the Aircraft Carrier: The design and operational purpose of *Graf Zeppelin* 1933-1940"

I have a small 'Z' Fleet from Mick Yarrow Miniatures, including all of the planned, proposed and half built warships of the Kriegsmarine, and the *Graf Zeppelin* sits neatly among them, but I've often wondered, if she'd been completed, armed and sailed, what would the *Germans* do with her? Well, an answer's to be found in this article, which appears in the excellent journal 'War in History' (Vol. 19, No. 4-2012 pp 492-517), written by Marcus Faulkner.

Of course remarkably few nations have ever built and operated true aircraft carriers in war. Nazi Germany didn't make it into that elite club; failing says Faulkner mainly because of rivalry between Raeder and Goering. More than that, he suggests, the failure to complete a carrier was a significant manifestation of German re-armament problems throughout the 1930's. Germany's 'carrier programme', if there truly was one, began in the late 1920's, as German strategy shifted towards an 'Atlantic Centre'; in particular aircraft were needed to support the new *Panzerschiffe*, a design of which much was expected in war. By 1934, the plan was for three defensively well armed 15,000 ton carriers to operate alongside eight *Panzerschiffe* across the entire Atlantic. There was of course much debate on the hybrid cruiser/carrier possibilities in several countries, Britain and Germany included, though plans came to naught in the end, except, arguably in Japan. Faulkner discusses the 'stonewalling' of the IJN over sharing carrier material with Germany, which when looked at with hindsight, seems incredible given the problems a *Kriegsmarine* carrier group could have caused in the Atlantic and beyond in support of Japanese ambitions. The author discusses the design and development in detail, and the way the carriers fell by the wayside along with the 4 battleships, 5 cruisers and 15 sea-going destroyers ordered in 1935. Hitler of course, had told Raeder that he wouldn't require the services of the fleet until the mid 1940's! It's the concept of operations which creates most interest in this article. The new carrier, or carriers, would operate against (largely French) troop transports, and conduct commerce warfare in the North and South

Atlantic as part of balanced raiding groups, for up to eight weeks at a time; though the lack of suitable destroyers to act as escorts to the carrier was never resolved. Eventually, *Graf Zeppelin* was launched on 8th December 1938, the second hull of the class, 'B', and the proposed 'Seydlitz' are not extensively referred to by Faulkner, incidentally, and the first carrier seems not to have been plagued by the problems of the Battleship programme. The German Naval Staff were still very Battleship minded at that time, naturally. Only a few weeks before the launch, the 'Z' Plan had envisaged four carriers in total, while the Winter Naval wargames of 1938/9 concluded that for any operations against the British Isles, 'carriers would be crucial'. It was intended, by a remarkable and short-lived agreement, that the Luftwaffe would equip 39 squadron sized units to be placed under naval control and command; of course in reality co-operation was minimal, Goering saw to that. With no prospect of controlling the air element, the *Kriegsmarine* began to marginalise its carrier interest, and resources went instead to the U-Boat programme. Could a German carrier have been completed? Probably, but in practical terms, says Faulkner, the problems of propulsion which affected the big ships, *Bismarck* and *Tirpitz*, and the complex constituent technologies and techniques which combine to make a successful aircraft carrier would have taken long years to practice and resolve. The 'perfect fleet carrier' thus eluded the Reich, but the British did believe that Germany could bring a carrier into service, and went to great lengths to stop it. In August 1942 the RAF despatched a force of Lancasters to Gdynia to try to destroy *Graf Zeppelin* with very heavy anti-ship bombs. They missed due to poor weather, but they needn't have bothered.

Mick Yarrow Miniatures make most of the carrier/cruiser hybrids which were planned or proposed in the late 30's in 1/3000th, and several in 1/4800th.

Rob Morgan.
April 2013.

“Turbulent Waters”

This is an article in ‘The Mariner’s Mirror’ Vol 99;1. Journal of the Society for Nautical Research, from the February 2013 issue, pages 23-38. Written by Professor Robert Anthony, it’s subtitled “Sea-Raiding in Early Modern South East Asia.” Though in this case ‘early modern’ doesn’t mean the ‘Renaissance’ but a lengthy period from 1500 to 1860!

This is a short but neatly written article dealing with the nature of both European and Asian ‘pirates and privateers’ those active in the seas around what we know as Indo-China, the Indonesian archipelago, the Malayan peninsula, and the South China Sea throughout the period. Western pirates rarely ventured into these waters, says Anthony, and they were far less of a threat to the bustling prosperity of the east than they were to the fragile merchants of the western world! He does give some interesting insight into the ‘blending’ of east and west in fleets though.

As an article, the piece provides some very solid background reading to anyone venturing into these waters on the table top, or lovers of piratical warfare in general. There’s some useful detail on the encounters between the cultures, and on the way in which piracy, or privateering as some Europeans might term it, was viewed by the people, Chinese, Japanese, Burmese and many others who practised it. The ‘time-line’ is a natural one of course, since in terms of both operations and general martial attitude the notion of ‘sea-raiding’ was a key element of any eastern ruler’s power; it was only with the imposition, by intruding colonial forces from the 1830’s on that piracy, to use the western term, was suppressed and eliminated... but not entirely of course!

Well worth reading. Plenty of solid references too.

Rob Morgan.

Stations Manned and Ready II Rule Review and Play Test

By Simon Stokes

Our good friends Andrew and Alan at A and A Game Engineering dropped me an advance copy of the new edition of their all-encompassing naval wargames rules for the period 1885 to 1945, Stations Manned and Ready II (SMR2). The original edition of these rules first appeared in 2006 under the title 'Stations Manned and Ready', and comprised 3 parts covering the First and Second World Wars, with the third part covering air operations.

Inevitably the data set was expanded to allow for Pre-Dreadnoughts, with somewhat improvised rules. There were overlaps between the rules for the 1st and 2nd World Wars, so A and A decided to standardise the rules system in a single volume and introduce some improvements in certain areas.

The main rule book has all the rules you will require for most any naval action that you can think of. Examples are included to clarify certain rules (particularly its interpretation). There are also two full worked examples of real games.

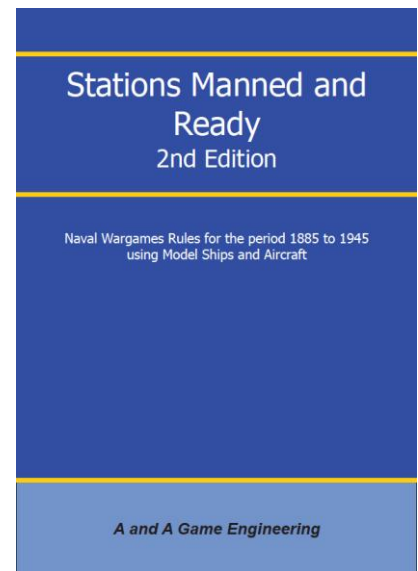
As well as the Main Rule Book there are a number of additional products. Some are free downloads from the A&A web site (*Game Template Booklet*, *Maritime Aircraft Data Booklet*, *Ship Data Catalogue*, *"Taster" Battle Booklets*, *Ship Data Glossary Booklet*, *Merchant Vessel Booklet*) whilst others (*data sheets for ships in the navies of France, Germany, Great Britain, Italy, Japan, Russia and the United States, as well as Other Nations*, *Aircraft Data Booklet covering the whole period up to 1945*, *scenario sets which contain the game data sheets for larger battles*) are available to purchase through the rules stockist's website.

In common with other A and A rules SMR2 is designed to be played without the aid of an umpire. This means that game turn phases are alternate not simultaneous and therefore initiative and the command modifiers that affect initiative are just as important as the quality of each sides ships. For a rule set that is purposely slanted towards fighting larger scale actions it is interesting that A and A have, as in SMR1, kept gunnery, torpedoes and damage on a ship by ship basis and retained individual ship data charts, though these are neatly summarised in the ship data templates. These additional data sets that A and A has compiled are very comprehensive and represent a major undertaking of research in themselves. In other respects though such as movement, command and morale players control the squadron as a whole.

Anyone familiar with SMR1 will notice differences in the way that critical damage rolls are dealt with, which is now related to the size of the ordnance that scored the hit. There are also revised rules for night actions and radar and new rules for MTBs and similar small craft, submarines and mines.

The way the rules handle damage to ships works quite nicely and depending on the vagaries of the damage rolls ships can lose superstructure / floatation points without affecting their fighting effectiveness or have all their armament and propulsion knocked out without affecting their superstructure / floatation points or any combination in between. This is because guns and equipment are knocked out by critical hits whereas normal damaging hits reduce superstructure and floatation points only.

Personally I think that the section of SMR2 that sets it apart from other rule sets is the way it handles aircraft carrier and air base operations. This is nicely done using separate games tables for over the horizon contests and manages to encapsulate the essentials of this type of operation, including those tricky command decisions expounded upon by Michael Clark in his recent article,



without turning SMR2 into a detailed air combat rule set. The “add on” Midway scenario booklet is particularly impressive and I enjoyed seeing this game played out at Salute 2012.

One area covered by SMR2 which is often overlooked in naval wargames rules for this period is that of morale. Morale is tested both for individual ships and aircraft sub flights (stands) and also for ship or aircraft squadrons as a whole. One quibble I have with the rules is that they describe morale failure as “representing the crew no longer being keen on carrying on the fight”. Whilst this may be appropriate for aircraft formations I think it’s probably over stating the case for the crew of a warship in this period where men are closed up at action stations with very little idea of how the battle is progressing. Morale is in my view probably more accurately attributed to the state of mind of the ships officers. Any ships that fail a morale test, other than aircraft carriers, are removed from the playing area. A and A acknowledge that this is less accurate than leaving them in situ but maintain that it is better to simplify play and remove units than get bogged down with managing units that have no further fighting value. I can see their point; how many times have you been involved in games where players insist on continuing to fight a lone destroyer that has just a single torpedo left operable and little more than steerage way. However, personally I would prefer to agree with my opponent up front to only remove minor vessels in this way. This would also allow squadron commanders to transfer their flag to another vessel in their squadron if their flagship fails its morale e.g. Beatty’s Lion at Dogger Bank, Kurita’s Atago at Leyte Gulf etc. Whilst we’re talking about quibbles, one area which has not been changed between versions 1 and 2 is the way torpedoes are dealt with. In common with a number of other rule sets I’ve come across SMR2 resolves torpedo attacks in much the same manner as gunnery i.e. the decision to launch and resolution of the attack all happens on the same move using the same mechanism as gunnery. Whilst this undoubtedly speeds play I personally dislike this approach as it just feels wrong from a tactical perspective, especially for longer launch ranges. One way to minimise this eyesore would be to introduce a house rule limiting torpedo attacks to a maximum range of say 2000 yards, but I have to confess I’d have preferred a different mechanism.

Play Test

We took SMR2 for a test drive at the Northants regional group, and chose the WW2 Med battle of Spartivento for which A&A have produced a scenario booklet, we though added *Ark Royal* to our scenario as she was present in Somerville’s force and we wanted to see how the aircraft carrier and aircraft rules worked.

Jeff Crane and Tim Moore commanded the British forces whilst Dave Sharp, Norman Bell and Rob Hutton took to sea on behalf of the Regia Marina.

The forces were as follows:

Italian

(Admiral Inigo Campioni)

Vittorio Veneto BB, Giulio Cesare BB, Freccia DD, Dardo DD, Saetta DD, Granatiere DD, Alpino DD, Bersagliere DD, Fuciliere DD

(Admiral Angelo Iachino)

Pola CA, Gorizia CA, Fiume CA, Alfieri DD, Carducci DD, Gioberti DD, Oriani DD

(Admiral Luigi Sansonetti)

Trieste CA, Trento CA, Bolzano CA, Lanciere DD, Ascari DD, Corazziere DD

British

(Vice Admiral Lancelot E Holland with Force F)

Manchester CL, Southampton CL, Sheffield CL, Berwick CA, Newcastle CL

(Admiral Sir James Somerville with Force H)

Renown BC, Ramillies BB, Ark Royal CV

Greyhound DD, Griffin DD, Gallant DD, Hereward DD, Faulknor DD, Firedrake DD, Forester DD, Fury DD, Encounter DD

Initially only Force F and the Sansonetti group of cruisers were on the playing area, the other units having to dice at the beginning of each move to see if they arrived.

The two groups of cruisers soon spotted each other and began to exchange long range salvos. It wasn't long before the opposing cruisers were joined on the playing area by Force H and the Iachino group of cruisers. However Campioni and *Vittorio Venetto* seemed to have gotten themselves lost as Norman got the most unlucky run of dice that I've seen in a while.



Cruisers engage

Tim was keen to close the range to bring Force F's predominantly 6" armed cruisers within effective range of the Italian cruisers but the Rob and Dave had no such worries with their 8" gun armed cruisers and so opened their broadside arcs and soon began to land some telling hits on the closing British cruisers. In an eerie repeat of history Berwick's Y turret took a direct hit and was knocked out, but all the cruisers in Tim's force were starting to take damage. In return the British cruisers did land a few hits of their own but nothing that did any serious damage to the fighting ability of the Italian cruisers.

The Italian screening destroyers also began to close on the British cruisers, and received a number of 4" hits from the British cruiser's secondary armament for their trouble.



Italian cruisers and destroyers form up under fire

Despite the steadily mounting damage the British cruisers were taking they stood on towards the Italians until they were within Tim's desired effective range where the British 6" guns could

register damaging hits on the Italians or launch a long range torpedo strike. However by the time they were in position and put their helm's over to open their broadside arcs the British cruisers were in no condition to take advantage of the reduced range. The British cruisers did launch a long range torpedo attack on the lead Italian cruiser but inevitably at such long range and with the Italian ships travelling at speed and with little damage, no torpedoes hit. Holland's flagship *Manchester* was hardest hit with only A turret still in operation, her superstructure a shambles (6 points remaining from an original 20), her speed down to a mere 8 knots, her steering disabled and significant flooding (8 floatation points remaining from an original 12). She staggered out of line, locked in a turn to starboard, failed her morale check and as per the rules was removed from the playing area

Manchester was not the only heavily damaged cruiser in Tim's force however. *Sheffield* too only had her A turret operational, a similarly wrecked superstructure and no fire control but she was still able to make 26 knots and had no flooding. *Newcastle*'s superstructure was wrecked she had serious flooding, her secondary guns had all been knocked out and she had no fire control. *Berwick* had by now lost both X and Y turrets, her starboard secondary guns, a heavily damaged superstructure and steering, but she could still make 19 knots. Only *Southampton* was in reasonable shape though she too had some superstructure damage and her fire control had been knocked out. The cumulative damage to the whole squadron coupled with the loss of the flagship and a distinctly average dice roll now meant that Force F failed its unit morale check and the whole squadron was removed from the table.



British cruisers under heavy fire

At this point even though *Renown* had entered the engagement and fired a couple of salvos at the Italian cruisers, without significant effect, and *Vittorio Veneto* had belatedly found the action and entered the table we decided that the British force would beat a hasty retreat covered by an air strike from *Ark Royal*. So we cut to the chase and Jeff prepared the air strike on *Vittorio Veneto* whilst Norman prepared to defend his flagship.

The *Ark Royal* strike force comprised 7 Skua dive bombers and 18 Swordfish torpedo bombers. The aircraft attacked simultaneously but *Vittorio Veneto*'s AA defence managed to drive off all but 6 aircraft and of those remaining aircraft they managed to land a single bomb on target which reduced *Veneto*'s speed by 3 knots.

Conclusion

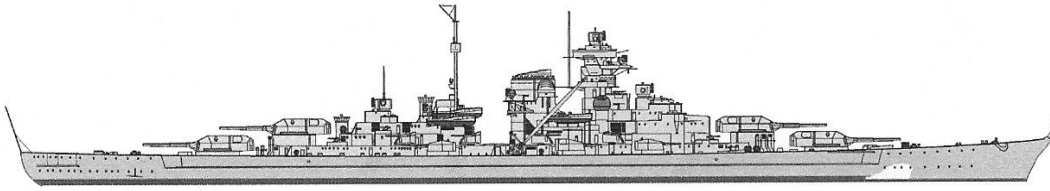
We found SMR2 quick and easy to play, with well documented and concise rules. Whilst not necessarily historically accurate in every aspect, it does give reasonable results with some historical flavour thrown in to boot.

SMR2 is available to download online at the Wargames Vault:

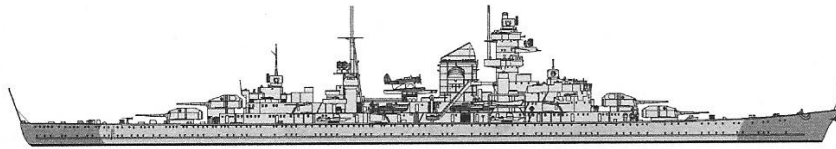
http://www.wargamevault.com/index.php?manufacturers_id=2427

The main rule book is priced at \$30.00 with the supplements priced between \$4.00 and \$16.00 though many of the smaller scenario booklets are free to download.

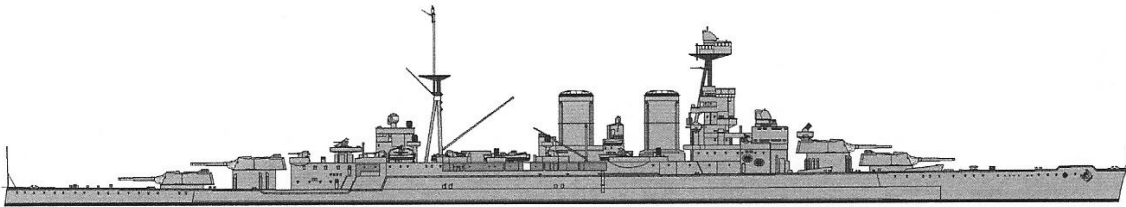
**Battle of the Denmark Strait – May 1941.
The Re-match – May 2013.**



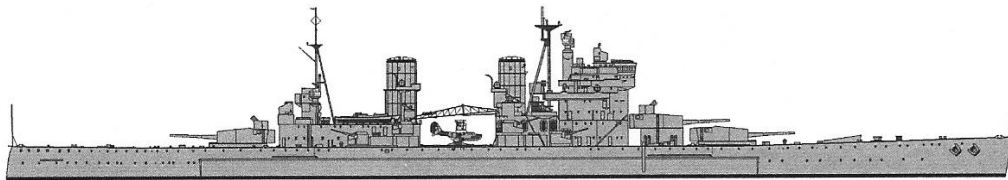
BISMARCK



PRINZ EUGEN

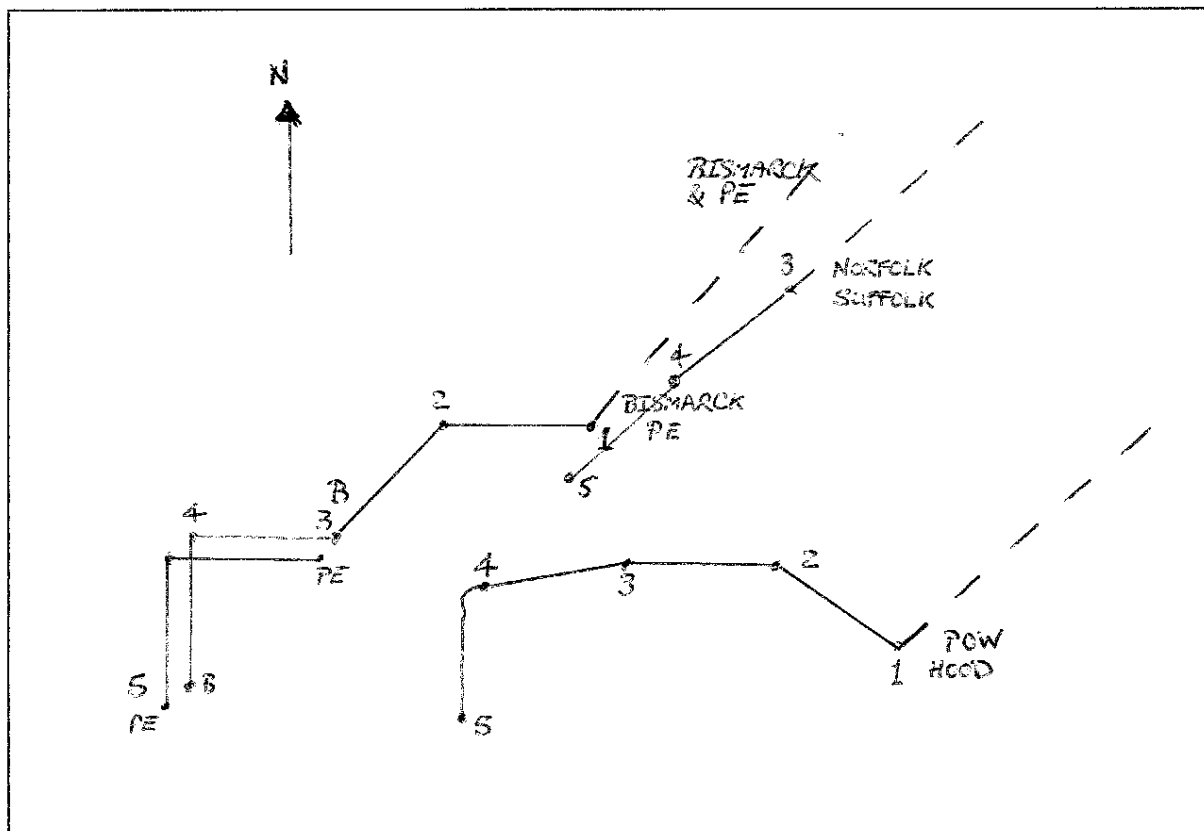


HMS HOOD



HMS PRINCE OF WALES

In May 1941, the similarity of the BISMARCK and the Prinz Eugen led to HMS HOOD misidentifying the enemy and opening fire on the lead Ship which was in fact the Prinz Eugen. Will history repeat itself? Will the pride of the Royal Navy, crucially a Battlecruiser not a Battleship, again suffer from plunging shellfire and repeat the tragedy of the original encounter?



Admiral Gunther Lutjens, Kapitain Zur See Ernst Lindermann in the BISMARCK, Kapitain Zur See Helmut Brinkmann on the PRINZ EUGEN have orders to avoid combat, break out into the Atlantic Convoy routes and cut Great Britain's life line. Vice Admiral Lancelot Holland, Captain Ralph Keer on HMS HOOD and Captain John Leech on HMS PRINCE OF WALES have orders to sink the BISMARCK. Cruisers HMS NORFOLK and HMS SUFFOLK are shadowing the enemy and reporting regular position information to the Admiralty and Vice Admiral Holland.

1. 0527hrs. The enemy sight each other at the same time at 30,000 yards (17 miles). VAdm Holland turns towards the enemy to close the range. The BISMARCK is correctly identified astern of the PRINZ EUGEN. The NORFOLK and SUFFOLK plan to approach un-noticed in the confusion and fire a torpedo spread and/or take on the PE if She strays away from the BISMARCK. HOOD and POW hold fire but the BISMARCK fires at extreme range as an inducement to keep away. The salvo falls well short. The BISMARCK and PE turn away to the West in accordance with their mission orders. Their worst fears are realised as the enemy ships are (mis)identified as HMS HOOD and HMS KING GEORGE V.

2. The German vessels decide to target HMS HOOD, the BISMARCK misses again but the PE straddles the HOOD at the first attempt. The British rear turrets cannot bear but the front turrets of both Ships fire at the BISMARCK. The fall of shot is reported as being over.

3. Turning to port in an attempt to open their rear firing arcs, the HOOD achieves two non penetrating hits on the BISMARCK. Lutjens orders a turn to port, course 225 degrees, in an attempt to cross the enemy's T. The PE begins to pull away from the BISMARCK. The crew of PE are glad that they do not appear to be the target for battleship shells. No hits

are made on the Royal Navy Ships. On board POW, civilian workers are working on the guns which have not yet been without problems since She put to sea. HMS NORFOLK and HMS SUFFOLK put the pedal to the metal in an effort to join the action. Torpedoes and guns ready. Despite BISMARCK being the nearer Ship they press on, hoping that the BISMARCK's attention is kept elsewhere.

4. BISMARCK and PE steer 270 degrees. Firing from the PE is noticeably better than that of the BISMARCK but no hits are made. The Zeiss Optics must be manned by a nervous sailor on the pride of the Kriegsmarine. HOOD and POW alter course in an attempt to block an escape to the South. The RN Ships manoeuvre as one while keeping a sensible distance apart.

5. The BISMARCK and PE cannot outrun their pursuers, ahead lies restricted sea room as the pack ice off Greenland is too thick to risk damage below the waterline. There are no fog banks or rain squalls to hide in. Lutjens has two options: (i) double back to Germany and attempt to break out into the Atlantic in the near future or (ii) head South, possibly cross the enemy's T and escape. Option (i) running away with two Ships that only have superficial damage would surely not please the Fuhrer. Option (ii) holds the possibility of success and glory. Surely the Royal Navy must be bringing additional heavy units racing to the area? If the BISMARCK and PE can inflict damage to the HOOD and (POW) KGV, escape is still likely. The German Ships turn to the South, the PE continues to unintentionally draw away from the BISMARCK but the BISMARCK does provide some protection for her Consort as the PE is on Her starboard. Broadside roar away towards the HOOD but the manoeuvring affects the accuracy and no hits are made. The turn catches the RN Ships by surprise and they are a bit slow in their own turn to the South. The range closes, which is in fact desired by the British as they want to dish out some meaningful punishment. Bow turrets fire and then the turrets swing out for a broadside. The HOOD straddles the BISMARCK but Holland receives the bad news that POW "A" turret has suffered a mechanical breakdown and is probably out of action permanently. Then the HOOD judders as PE makes two non penetrating hits. Then the BISMARCK manages to straddle the HOOD. Vice Admiral Holland decides to open the range, the enemy shooting is getting too close, and the loss of POW "A" turret is a reduction of 22% in available main battery firepower. This loss is made worse as the RN Ships are chasing and therefore firing forward. He plans to shadow the enemy and wait for the arrival of HMS RODNEY and HMS KING GEORGE V which are heading this way from the South East.

The above re-match was fought using Steel Dreadnoughts Battleship Row Bitter Rivals rule set. Although the Rules do cover plunging fire, lucky hits and catastrophic magazine explosions there were no scenario specific rules which made the demise of the HOOD any more likely than any of the other vessels. Therefore I introduced a rule which did. It added apprehension for the Royal Navy but was not invoked this time. The onboard civilian workers and mechanical failure of HMS PRINCE OF WALES' guns are covered, so why not the tragic end of the HOOD? Historically hitting a moving ship/target from another moving ship was very difficult and this is reflected in the Rules and illustrated by the re-match above. The Battleship Row Rules of movement are not over complicated but even so the refight took a lot longer to play than the actual events of 1941. Perhaps next month the Battle of the Denmark Strait will be refought using the free Bismarck Rules from the Junior General web site because sometimes you just need to hit on a six.. There is a link from the NWS site to Junior General. Why not have a look at the NWS Site if its been a while since your last visit.

"Cod War" at Salute 2013

By David Manley

Saturday 20th April saw the 41st running of the ever-popular "Salute" wargames show at the excel exhibition centre in London's Docklands. For those that don't know, Salute is organised by the South London Warlords and has been described as the world's biggest wargames show. Whether this is true or not I don't know, but it was certainly the biggest I've ever attended, with over 150 trade stands and 5000+ visitors during the day.

The NWS has had a presence at the show for many years and on this occasion I ran my "Cod War game participation game. As it turned out this year is the 10th anniversary of the game's first outing at the Royal Naval Museum in Portsmouth. Those who remember that game would see that this latest incarnation has been modified to play on a hex playing surface for ease of plotting and hence ease and speed of play. In simple terms the aim of the game is for the Royal Navy players to protect a group of British trawlers from the depredations of a bevy of Icelandic Coast Guard Vessels (ICGVs) intent on cutting their nets. The trawlers (driven by the umpires) take ten turns to recover their nets, giving the Icelandic players a strict time limit in which to complete their mission. This also gives the game a natural playing time of an hour, which makes it ideal for a participation game at a UK show.

The game proved to be a real blast - although of course not literally as in the game no-one is shooting at anyone. We played five games over the day, with about 30 punters taking part driving ICGVs, warships and defence tugs. It was mayhem from the start, with collisions both accidental and deliberate on a regular basis.



Jeff, Drew, Nick, Rob and Wayne familiarise themselves with the game

Highspots included a "jolly" (actually quite animated) discussion between opposing players in the first game over the interpretation of the IMO Collision Regulations in trying to determine whose fault a particularly vicious ram had been (discussions reminiscent of actual discussions between ships and governments in the 1970s!), a British defence tug that seemed to be working for the "other side" as it rammed a friendly tug, cut his nets and then took out the side nets of a second

trawler, and Cdr "Bumpy" Hewitt's "red mist" charge at the end of the game that saw him drive HMS LEANDER head on into the ICGV Tyr at high speed with "porcupine" rails deployed; a combination of circumstances that, when coupled with a maxed out die roll left the poor coastguard ship in a sinking condition (and which turned a drawn game into an instant British loss!) So, over the day the score was 3:2 in victories to the plucky Icelanders.





"Decapod" (centre) advises his children on the optimum tactics for ramming a trawler!



Of course the other high spots were all about the people we met. In one game we had the joy to meet a US Navy veteran and former sailor in the destroyer *Charles F Adams*, and he'd been based in Keflavik during the final Cod War in 1976. And it was great to meet "Decapod" and his children who took part in Game #3; I hope he thought I'd done his lovely Shapeways models justice. To explain; the original game made use of metal 1/1200 models from Skytrex and Fleetline. However, in recent months a talented 3D modeller who goes by the name of "Decapod" has uploaded several sets of models on the Shapeways website, which can be ordered and 3D printed (and he did this having seen and enjoyed my original Cod War game rules). So the metal models were supplemented by a selection of these new releases. For more details see here:

<http://www.shapeways.com/shops/decapod>



I must take this opportunity to offer my extreme thanks to Drew Jarman who made an excellent "Master of Ceremonies", and to the rest of the NWS team who turned up to help with the game, including Jeff Crane and his nephew, Nick "Bumpy" Hewitt, Rob Hutton, Wayne Pocock and Cdr Phil Russell.



As always I came away thinking of various tweaks and adjustments that'll make the running of the game better and easier (for example the collision table has been rewritten to make the results clearer), and we got some very useful pointers in designing scenarios to maximise the playing area and increase the action - very important for a game at a show where the aim is to go from explaining the rules to ENDEX in an hour or less.

An added bonus for the day was that I was able to see the demonstration set and the models for Ares' new game "Sails of Glory" (on which I shall be posting in the future) in the flesh for the first time. For those that don't know the game uses prepainted 1/1000 scale models - very nice. Also had a chat about the new Zvezda "Armada Invencible" game, probably hitting our shores in the Winter.





Alas, and as usual the coverage of naval gaming at Salute was thin, with only one other game there, based on the 1942 battles around Guadalcanal. Something for dedicated naval fans to think about for next year....

Anyway, good fun was had by all, we sent many players and observers away with details of the society, and the organisers thanked us for putting on a fun and unusual game. For those planning to attend, "Cod War" is likely to be one of the games on offer at the Naval Wargames Show in Gosport in June.

SIGNAL PAD!

- 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/>
- 11th -12th May. Campaign. Middleton Hall, Milton Keynes. <http://mkws.org.uk/campaign/index.php?s=campaign>
- 18th – 19th May. Beer and Pretzels. Town Hall, The Maltsters, Wetmore Road, Burton upon Trent. <http://www.spiritgames.co.uk/articles.php?menu=11&arti=96>
- 18th – 19th May. Triples in Sheffield. The English Institute of Sport, Coleridge Road. <http://www.sheffieldwargamessociety.co.uk/#/sheffield-triples/4554357668>
- 9th June. Broadside! Swallows Leisure Centre, Central Avenue, Sittingbourne. www.mhwc.co.uk This website leads to the Chairman's blog – the author of the Blood, Bilge and Ironballs Rules. I was planning to go to "Broadside!" but it clashes with a 70th Birthday Bash which I'm going to. Perhaps Kent NWS Members and I can book a table at Broadside next year for a Naval Wargame?

Naval Wargames Weekend, 2013

The Naval Wargames Society and the Explosion Museum of Naval Firepower are holding the third weekend of naval wargaming at the museum in Gosport over the weekend of June 22nd and 23rd 2013. The emphasis of the event is on games and getting together, and we had a lovely selection last year. This year there may well be some trade stands attending too. We are on the lookout for volunteers to run games at the event. If you'd like to put on a game on either or both days please don't hesitate to get in touch.

Plenty of space and tables are available and there should be room for upwards of ten tables available of varying sizes. There is also a large outdoor area where it is hoped a WW2 surface action will be played out using 1/600 models and a 1/600 "ground scale" for some of the weekend. Space is available in the museum grounds for camping over the weekend. Admission to the museum for the weekend will be free for those running games.

The aim of the event is to provide a forum where naval (and other) gamers can come together to run and/or play in each others' games. Games can be as long or as short as you like, and the intention is to include a few participation games so that members of the public can join in too. Traders who would like to attend would be more than welcome - please contact Nick Hewitt for details of arrangements.

For more details or to book a table for a game for all or part of the weekend please contact Nick Hewitt nh "at" pnbpt "dot" co "dot" uk or me, **David Manley**. Contact details for the Explosion Museum are as follows:

Explosion! Museum of Naval Firepower
Heritage Way
Priddy's Hard
Gosport
Hampshire
PO12 4LE
United Kingdom

Telephone: 023 9250 5600
Fax: 023 9250 5605
Mobile: 077 8741 5382

A brief report on the 2011 and 2012 events can be found here:

<http://dtbsam.blogspot.co.uk/2011/08/naval-wargames-weekend-gosport.html>

[http://dtbsam.blogspot.co.uk/2012/07/naval-wargames-weekend-june-23rd-2012.h
tml](http://dtbsam.blogspot.co.uk/2012/07/naval-wargames-weekend-june-23rd-2012.html)

More information on the museum can be found here:

<http://www.explosion.org.uk/>

18th – 21st July. Historicon. The Fredericksburg Exposition Center, Virginia. www.HISTORICON.org

Looking further to the future – September 14th – 15th. Colours. Newbury Racecourse. www.colours.org.uk
The NWS plan to put on a participation game.

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?

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.navalwargamessociety.org.

NWS Events and Regional Contacts, 2012

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
