



All Guns Blazing!

Newsletter of the Naval Wargames Society

No. 231 – JANUARY 2014

EDITORIAL

Another year gone. They certainly go faster as you get older. Thanks to everyone who contributed to All Guns Blazing and Battlefleet in 2013. Please keep it up for 2014. We need articles on as varied subjects and time periods as possible. When submitting articles to Jeff Chorney for inclusion in “Battlefleet”, remember to process in either - [11 or 12 font] - Times New Roman. All of you Mac users need to remember that Jeff runs a P.C. so please send in a word format and not Linux or any other funky programs.

The NWS website (currently in the process of being updated) does mention that some “historical copies” of Battlefleet are available from David Manley. The YAHOO Group also has a few back copies available. Several additional copies have come to light; watch this space for more info on how to obtain a copy for the cost of photocopying and postage. Perhaps the NW should have an official “archive”? Committee Members mull this point over.

We don't have themed AGBs but this month's AGB does feature submarines; the RN's new Astute Class Hunter Killers, the next generation missile subs and Russian WWII types. I hope you find AGB interesting.

I hope polar vortexes or storms / rain are not affecting you. We can not all be off to sunnier climes.

Norman Bell

VIEW FROM THE BRIDGE

January 2014

Chairman: Stuart Barnes-Watson

Stuart Barnes-Watson Chairman
Simon Stokes Membership Secretary & Treasurer
Norman Bell Editor 'All Guns Blazing'
Jeff Chorney Editor 'Battlefleet'

Happy New Year messmates!

I'm off to Singapore, Sydney, NZ, Fiji, Hawaii and West Coast USA over the next 4 months, but will endeavour to email through a chairman's address. I will comment on naval sites of interest, and hopefully download pics, so that you can start planning future holidays!

Breaking news! Arrowhead Miniatures are releasing a new range of 1/1200 WW1 warships for wargamers. Fantastic news, the sample kit is superb. I'm sure there's more to follow, and I'll be

doing my best to assist. As importantly, this scale of wargames will be put back on the radar where it should be. In the 60's, this was the only scale.

This will ably complement my new and second-hand catalogue, making models easier to source. I've been asked repeatedly 'what is the difference between 1/1200 and 1/1250?' Apart from the obvious scale difference (albeit it minor), 1/1200 represents Admiralty Recognition scale in Imperial, 1/1250 represents the same in metric. Hence UK, USA, NZ makes 1/1200 wargames models, the rest, 1/1250 collectors and modellers models.....many of which are ideal for naval wargaming. On there own, they look great, even the small craft.

My New Years resolution? Sort out website and get more members. Touchdown! Hello peter in Sydney, Australia, Look forward to meeting you very soon. Ship models packed, no postage. If any other Aussies can make it to Sydney. Peter has been kind enough to sort out staying. Same in NZ, I've a game to look forward to in Nelson and Rangiora. And Ivan is trying to get me over to Albuquerque in New Mexico for another game.

When I hear the comments from clients that they had never heard of the NWS, wish they had sooner.....

Get Gobby NWS. Don't be shy to tell your friends of your interest. I've never thought of this hobby as anything other than experimental naval archaeology. We get a realistic set of rules, build the fleets and re enact the battle. And the results illuminate the truth. Of interest to many, wargamers or not.

Off to the Far Eastern Fleet base, hopefully not to an extended stay in Changi. Armed with the superb book, 'Singapore's Dunkirk'. Will explore the batteries and the Causeway, Then down to Sydney and the RAN museums and forts.

For our many foreign members, PLEASE tell us about them.

Stuart

Your Battlefleet editor has put out a call for more articles. Please contact Jeff via email on chorney.jeff@gmail.com.



HMS DRAGON – SUNSET IN THE GULF

HMS LANCASTER, the last Royal Navy ship to return home from overseas duties ahead of Christmas sailed into Portsmouth on 19th December.



A high five for LET (WE) Che Golding from his son, also called Che.

[Picture: Crown Copyright]

HMS Lancaster's 185 sailors stepped down her gangway with red roses for loved ones as their seven-month stint in the Caribbean ended. The frigate dealt a £160m blow to the illegal narcotics trade in the Caribbean, pouncing on six occasions against drug runners during a two-month spell – undoubtedly the most headline-grabbing part of her deployment.

Since leaving Portsmouth in May, Lancaster clocked up over 30,000 miles and made 20 port visits to 18 countries. She visited all six of the British Overseas Territories in the region, starting with Bermuda and ending with Montserrat, as well as Commonwealth states such as Jamaica, Belize and Barbados. She also stopped off at a number of other islands and countries in the area such as Dutch Curacao, French Martinique, and Columbia.



815 NAS' Craig Farquharson embraces his fiancée Nicole Howe at RNAS Yeovilton

[Picture: Crown Copyright]

As the ship returned home, so too her Lynx helicopter which also played a vital part in those half-dozen drug seizures. And like the ship's return, so the welcome for the ship's Flight at RNAS Yeovilton was a teary affair.



AB (Sea) Adam Mackay kisses his wife Jessica, who's holding the couple's daughter Destiny

[Picture: Crown Copyright]

Preparing Christmas dinner for family and friends can be tricky; so spare a thought for all those Royal Navy Logistics Officers deployed over the festive season.



RICHMOND'S YULE TIDE LOG(ISTICS)

[Picture: Crown Copyright]

Operating in the South Atlantic over Christmas, HMS Richmond's Logistics Officer had been planning the event for quite some time – in fact it was first raised back in January 2013 when the onboard welfare committee approved the expenditure.

Richmond's Logistics Officer, Lt Cdr Lucy Ottley, said:

"Knowing that the ship would be away for Christmas this year, but with many other demands on her programme to contend with, including only seven weeks alongside in base port this year, our preparations started well in advance to ensure the ship's company would have all they needed to celebrate Christmas."

A Christmas representative was appointed and it was their role to co-ordinate purchases and preparations as well as looking after welfare packages. Supplied by the charity uk4u, the welfare packages provide a Christmas present for all military personnel serving away from home over Christmas. These arrived in October during a ship's port visit to South Africa for distribution to the ship's company on Christmas Day to ensure that everyone had a present to open.

Christmas Eve onboard will involve carol singing followed by tea and mince pies in the hangar in preparation for the big event.



RICHMOND'S YULE TIDE LOG(ISTICS)

[Picture: Crown Copyright]

After an early morning phone call home on Christmas Day, the ship's chefs were in the Galley for hours preparing lunch for the hungry men and women onboard. A Church Service was then held on the Bridge before the meal of the deployment is served – Christmas turkey with all the trimmings.

With 8,000 miles of water between HMS Richmond and the UK, getting supplies was always going to be a challenge. Fortunately a little forward planning meant the order for basic ingredients was placed months ago and delivered by the Falklands Island Replenishment Ship in October. No energy was spared on the day to ensure that the best Christmas meal was produced from scratch and that no one went hungry.

Here are some key statistics from HMS Richmond:

- Christmas preparation began as far back as June, with Christmas pudding being ordered and delivered to the ship prior to deploying.
- The Petty Officer caterer went ashore during the mid-point maintenance period in South Africa and brought the Christmas crackers and sweets.
- On the day the following was cooked:
 - 30 kg of turkey
 - 30 kg of roast gammon
 - 30 kg of sausages and bacon
 - 100 kg of roast potatoes
 - 100 kg of mixed vegetables
- The ship is currently catering for approximately 185 ship's company.
- All vegetables and other ingredients were ordered from the UK and transported to the Falkland Islands - carrots, broccoli, cauliflower and Brussels sprouts, etc.
- When planning the Christmas menu the logistics team needed to consider how much was available, what is most popular, any guests and dietary requirements.
- Preparation of Christmas meal began at 0530 on the day.
- The meals were served in four sittings served by the ship's officers, who ate last.

UK destroyer completes Russian task force escort

09/01/2014

HMS DEFENDER has returned to Portsmouth after escorting a number of Russian ships along the UK coastline over Christmas and the New Year.



HMS DEFENDER with the Russian aircraft carrier Admiral Kuznetsov and a resupply ship

[Picture: Crown copyright]

One of the Royal Navy's latest Type 45 destroyers, HMS DEFENDER began her 700-mile journey from Portsmouth to the north of Scotland on 19 December 2013 to welcome the Russian task group. As the fleet ready escort, **HMS DEFENDER** was on duty as the Royal Navy's high readiness warship over Christmas and the New Year, ready to respond to a wide range of short notice tasks from search and rescue duties to maritime security patrols.

The Portsmouth-based destroyer sailed through high sea states and storm force winds to the north of mainland Scotland to meet the group of 6 vessels. Due to bad weather, the Russian fleet anchored in the Moray Firth before heading down the east coast of the UK. As a sign of the friendship between the 2 navies, goodwill messages were exchanged between the ships on New Year's Eve.



HMS DEFENDER returns to a warm welcome at Portsmouth on 9 January 2014
[Picture: Leading Airman (Photographer) Simmo Simpson, Crown copyright]

Prime Minister David Cameron has announced £5 million funding to preserve war memorials, on a visit to Flanders.



First World War graves at Fromelles in northern France (library image)
[Picture: Petty Officer (Photographer) Julian 'Mez' Merrill, Crown copyright]

New funding of £5 million that will help conserve, repairs and protect First World War memorials and burial sites across the UK and overseas where British and Commonwealth servicemen and women are buried. The announcement is part of the [government's centenary programme](#). The money - £5 million to be spread over the 4 years of the First World War centenary - will also fund new educational materials including downloadable guides, to help explain the importance of sites, and honour the sacrifice of those buried or commemorated there.

Sign up for [regular email updates](#) from the Prime Minister's Office.

Prime Minister David Cameron said:

"Next year's [centenary of the start of the First World War](#) will be a time for the whole nation to reflect on the events that saw so many young people of that generation make the ultimate sacrifice. Nearly all of us in Britain have some family connection with that conflict, and it is the many millions of small, personal stories that resonate as loudly for us as the big, world-changing battles and campaigns.

"As part of that, it is absolutely right that we help communities up and down the country to ensure that their local war memorials are a fitting tribute to the fallen and increase people's understanding of what happened. We simply should not tolerate damaged war graves in our country. Our memorials and cemeteries must be places of respect and education. This funding will help make it happen, and I am proud to be able to announce it today."

Read more about the government's plans to mark the [First World War Centenary](#).

Culture Secretary, Maria Miller, who leads the [First World War Centenary](#) programme said:

"This new funding to repair First World War memorials all over the country is an appropriate way to honour those that made the ultimate sacrifice. Our programme is all about remembering the significance and sheer scale of what happened one hundred years ago, and the tens of thousands of war memorials in our towns and villages are an evocative symbol of that. This funding, combined with the drive and determination of the communities that each memorial represents, should help to create a legacy that will last for generations to come."



Soldiers crossing duckboards during the third Battle of Ypres on 20 October 1917 (library image)

[Picture: [Imperial War Museum](#)]

Ensuring communities can access the new money

The government is using fines paid by banks who attempted to manipulate the LIBOR to provide this funding. The Department for Culture, Media and Sport (DCMS) is talking to key partners – including the Commonwealth War Graves Commission, War Memorials Trust, English Heritage, the Wolfson Foundation and others – about how to ensure communities can access the new money, which will be available from next year as grants to local communities who apply and whose application qualifies.

[War Memorials Trust](#)

[Commonwealth War Graves Commission](#)

[English Heritage](#)

Read more about the government's plans to mark the [First World War Centenary](#).

An exhibition at the Imperial War Museum in London takes a look at the challenges of supporting and maintaining troops on the front line.



Chinooks arriving at Camp Bastion to pick up underslung loads
 [Picture: Imperial War Museum]

'War Story: Supplying Frontline Afghanistan' follows the journey and logistical challenges from RAF Brize Norton in the UK to Camp Bastion in Afghanistan and on to the forward operating bases and patrol bases on the front line. The display features brand new material including photographs, interviews and time-lapse footage collected by Imperial War Museum (IWM) staff on a series of expeditions to Afghanistan in 2012 and 2013. This is the first time since the First World War that IWM teams have visited an active theatre of conflict. In co-operation with the Ministry of Defence, IWM's War Story project started in 2009, offering British personnel an opportunity to record their role and preserve their personal accounts and experiences of the current conflict in Afghanistan in IWM's unrivalled national collections for future generations. Since the project began, over 1,600 soldiers and family members from over 75 regiments have registered to share their stories and there are already over 70 interviews in IWM's sound archive and over 700 objects from the conflict have become part of IWM's collections. 'War Story: Supplying Frontline Afghanistan' runs until 27 April 2014.

<http://www.iwm.org.uk/exhibitions/iwm-london/war-story-supplying-frontline-afghanistan>

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

If you live near or are visiting London, think about visiting the Imperial War Museum.

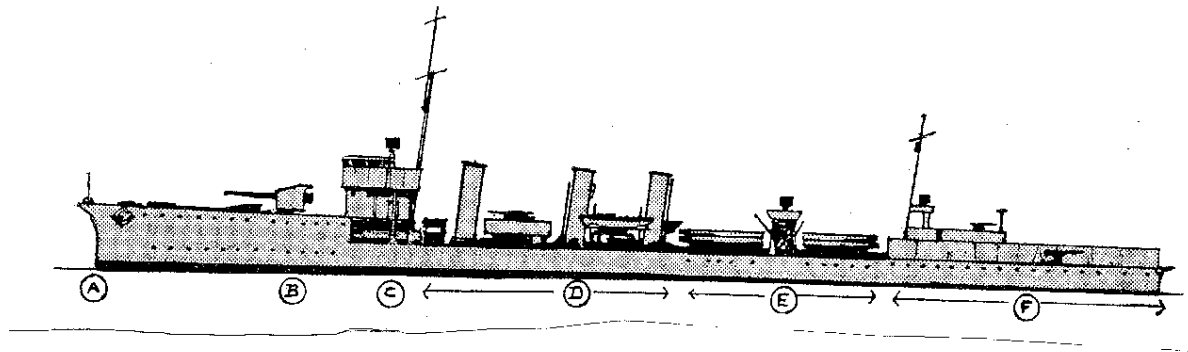
Answers to Sea Quiz 27.

1. The two subs had no armament – they were training boats.
2. HMSs SCYLLA and CHARYBDIS had 8 4.5in not 10 5.25in guns; there were a few other minor differences noted in the answer as well.
3. Warships beginning ME: MERMAID, MEDWAY, MEDINA, MELAMPUS, MELPONONE, MEDUSA, MEDEA, MERCURY, MELIN, MELITA, MERSEY and MESSINA. A few obscure names there I think.
4. Investigator belonged to India.
5. By order of George III on 29th April 1802.

Sea Quiz 28.

Another month's slipped by. Here's a 1950 selection for you.

1. What was disbanded in December 1919?
2. The Battleship HMS Mars was first Battleship to do what?
3. What did 'Resistance', Belleisle' and 'Hero' have in common?
4. Warburton-Lee's flagship at Narvik?
5. This drawing is a composite of 6 WWI Destroyers. Name them (A-F)



The Quiz, as usual supplied by Rob Morgan.

Assembly of the Royal Navy's sixth Astute Class attack submarine, Agamemnon, is underway at Barrow-in-Furness.



Astute Class attack submarines under construction at Barrow-in-Furness (library image)
[Picture: BAE Systems]

The first 2 of the 7 Astute Class submarines, HMS Astute and HMS Ambush, have been handed over to the Royal Navy to begin to prepare for operations.

The 7 [Astute Class submarines](#) are being built for the Royal Navy to replace the [Trafalgar Class submarines](#). The Astute Class have greater firepower, state-of-the-art communications equipment and advanced stealth technology, making them quieter than their predecessors and harder to detect. HMS Astute and HMS Ambush are the first submarines in class to be accepted by Navy Command, which is responsible for operating all of the Royal Navy's vessels. The next 3 submarines in the class: Artful, Audacious and Anson are all at varying stages of build.

[BAE Systems Maritime - Submarines](#) is responsible for delivering all 7 Astute Class submarines and for the design of the successor to the Vanguard Class, which will carry the UK's nuclear deterrent.

The UK Defence Secretary has announced £79 million of investment in the next generation of Royal Navy submarines.



Computer graphic of a Successor class submarine
[Picture: BAE Systems]

The Successor submarines, which will carry the UK's strategic nuclear deterrent, will be the largest and most advanced boats operated by the Navy, and their design and construction will be the most technologically complex in the history of the UK. Two contracts worth £47 million and £32 million have been awarded to [BAE Systems Maritime-Submarines](#) who are leading on the design of the vessels.

The investment will allow BAE Systems, who currently have more than a thousand people working on the Successor programme, to begin work on some initial items for the submarines that are due to replace the Vanguard Class from 2028. It is essential these items, which include structural fittings, electrical equipment, castings and forgings are ordered now to ensure the submarines are able to meet their in-service date.

There's to be an international conference at Oxford University on 10-12 April 2014, in honour of John Hattendorf the naval historian. The topic is 'Strategy and the Sea', and the papers, covering several centuries of naval warfare will be published afterwards. More on this later.

The Society for Nautical Research is offering the 40 volumes of The Naval Chronicles 1799-1818 on DVD covering battle reports, ship lists, etc, etc, for around £10 to members. Worth knowing about.

These days we seem to mention a lot about the day to day activities of the rapidly diminishing British Navy, but I wondered if anyone in Australia could provide information on their October 2013 Fleet Review? The only note I've seen mentioned the centenary of the 'creation' of a Royal Australian Navy.

Rob Morgan

The following is from Cris Alvarez.

<http://barcalonga.blogspot.com> I post military history and archaeology news (new research and discoveries) and often these items relate to maritime and naval history. So some people might want to follow those if they are curious. Also, I came across a website where an individual transcribed his grandfather's WWII diary on the web. Much has to do with his engineering work but the beginning entries involve a month long sea convoy followed by an amphibious assault on North Africa and there is some juicy stuff about naval activity and such. This is the link.

<http://70yearsago.com/hello-world/>

Technology news from Peter Colbeck.

MBDA & Lockheed Martin co-operation achieves first missile launch from a MK 41 launcher using ExLS

MBDA and Lockheed Martin demonstrated the first launch of a Common Anti-air Modular Missile (CAMP) from Lockheed Martin's MK 41 Vertical Launching System (VLS) launcher using the host variant of the Extensible Launching System (ExLS). This is the first test by MBDA and Lockheed Martin since the May 2013 announcement of cooperation between the two companies to offer MBDA missile systems for use with the MK 41 and ExLS family of launchers. The test used MBDA's soft vertical launch technology to eject the CAMP from its canister and position the missile for main motor ignition. The trial is the first in a series to demonstrate that the CAMP can be installed using ExLS in vessels that use the MK 41 launcher or on the 3-cell stand-alone ExLS CAMP launcher.

Announcing the result of the trial, Paul Mead, Business Development Director for MBDA said, "This first CAMP trial is an example of how MBDA and Lockheed Martin are offering the global MK 41 customer base a real choice in which missile they use. The missile offers a wide range of benefits, not least its active seeker, as well as low impact of installation on-board due to the soft vertical launch method. This is the start of what we hope will be a wider range of MBDA missile systems available to Lockheed Martin vertical launcher users."

"The multi-missile MK 41 VLS has fundamentally changed the way world navies think about sea-launched weapons by providing the flexibility to respond to numerous threats," said George Barton, vice president of business development of Ship & Aviation Systems for Lockheed Martin's Mission System and Training business. "Our partnership with MBDA allows us to grow the MK 41 multi-missile capability and offer our customers an outstanding VLS launcher alternative."

Lockheed Martin, in collaboration with MBDA, is developing a 3-cell stand-alone ExLS CAMP launcher for those navies whose ships cannot accommodate the larger MK 41 VLS but desire the superior missile packing density, survivability and reliability that the 8-cell MK 41 launcher has been offering for over 30 years to 13 navies worldwide.

Jeff Crane saw this article.

[Warship Wednesday December 4, 2013 The Ice Cold S-13](#)

by [laststandonzombieisland](#)

Here at LSOZI, we are going to take out every Wednesday for a look at the old steam/diesel navies of the 1859-1946 time period and will profile a different ship each week.

- Christopher Eger

Warship Wednesday December 4, 2013 The Ice Cold S-13



Here we see *Red Submarine S-13* of the Baltic Submarine Brigade of the Red Banner Fleet as she would have appeared in WWII.

The S-13 was an S-class *Stalinets* submarine. This class was a turning point for Soviet submersible development. Designed in the 1930s with help from the Germans, who were forbidden to work on U-boats by the Versailles Treaty, these boats were some of the most modern in the world at the time. Diesel-electric with a pair of engines and motors tied to their own independent propeller shafts, these boats could make nearly 20-knots on the surface and 10 submerged. Capable of depths of over 300-feet, they could submerge their 1000-ton 240-foot hull in just 30-feet of water. A dozen torpedoes in six bow and stern tubes gave the boat an impressive set of teeth. For surface action, a 100mm deck gun along with smaller AAA pieces was mounted. In all some 56 S-class submarines were completed between 1939-1947.

They formed the backbone of the Red Navy for two decades and at least four went on to serve the Chinese as their first submarines. These boats saw hard service in the Baltic and Black Sea during World War Two with only S-13 surviving of the first 13 ships of the class built.

The S-13 went on to become the most famous (infamous?) of all Soviet submarines

The S-13 herself was commissioned 31 July 1941, six weeks after the Soviet Union was invaded by Hitler's Axis forces. Her keel had been laid down by Krasnoye Sormovo in Gorky on 19 October 1938, during much happier times. Homeported at Baltic Fleet anchorage at Kronstadt, her first captain was the unremarkable Pavel Malantienko. Captain Malantienko sank a pair of Finnish merchant ships before the S-13 was damaged by a depth charge attack from Finn subchasers. This led to his replacement by a hard-drinking skipper by the name of Alexander Ivanovich Marinesko.

Born the son of a Rumanian sailor in Odessa, Marinesko had long been a naval maverick. Although a good skipper, he was known to be somewhat flamboyant, hard on the vodka, and with a questionable eye to the ladies, (even once facing desertion charges after disappearing with a Swedish woman for several days during the war). As commander of the M-class submarine M96 he had sunk a German Artillery Barge and landed commandos behind the lines, earning an Order of Lenin and promotion to captain third rank. Taking over the newly repaired S-13 in 1943, he found her unlucky and was unable to sink any German ships on patrol.

Finally on January 30, 1945, he saw a huge German ship in his periscope. Nearly 700-feet long and over 25,000-tons, this proved to be the *MV Wilhelm Gustloff*. An ocean liner taken up by the Kriegsmarine at the beginning of the war, the *Gustloff* had spent most of the war in Danzig, serving as a floating headquarters and training ship for the German U-boat service. But that night, the *Wilhelm Gustloff* was evacuating Danzig ahead of the approaching Red Army. She was carrying a crew of 173 (naval armed forces auxiliaries), 918 officers, NCOs, and men of the 2 *Unterseeboot-Lehrdivision* (the best of the U-boat brain trust), 373 female naval auxiliary helpers, 162 wounded soldiers, and 8,956 civilians, among them an estimated 4,000 children, for a total of 10,582 passengers and crew.

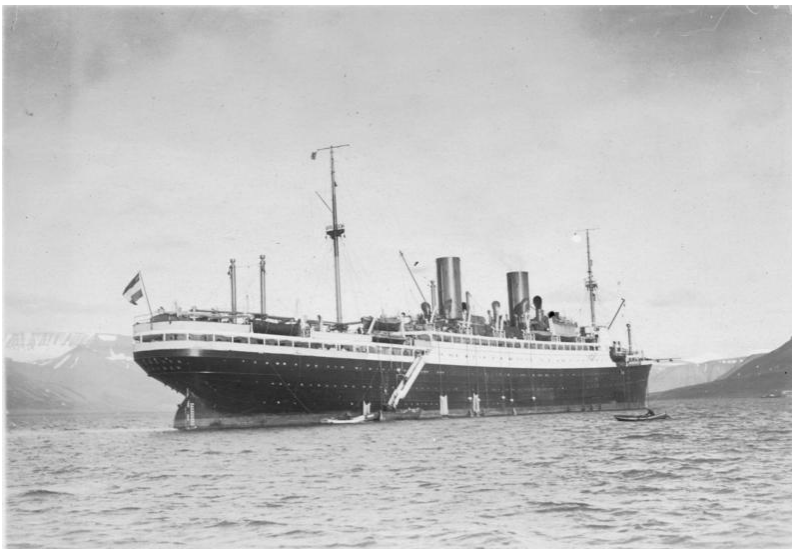
Image from <http://www.wilhelmgustloff.com/sinking.htm>

Her only escort was the torpedo boat *Lowe* (the captured Norwegian destroyer *HNoMS Gyller*). Although the *Gustloff* was full of civilians she was painted as a military ship, not marked or declared as a hospital ship, armed with visible guns (3x105mm, 8x20mm cannon), and running dark in a combat zone-- all of which made her a legitimate target.

The S-13 launched three torpedoes at the *Wilhelm Gustloff's* port side while it was 16 miles offshore soon after 21:00, hitting it with all three. The first torpedo (marked by the crew "For Motherland") struck near the port bow. The second torpedo ("For Soviet people") hit just ahead of midships. The third torpedo ("For Leningrad") struck the engine room in the area below the ship's funnel, cutting off electrical power to the ship. The *Gustloff* took a light list to port and settled rapidly by the head.



In the panic that followed, many of the passengers were trampled in the rush to the lifeboats and life jackets. Some equipment was lost as a result of the panic. The water temperature in the Baltic Sea at this time of year is usually around 39 °F; however, this was a particularly cold night, with an air temperature of -0 to 14 °F and ice floes. Many deaths were caused either directly by the torpedoes or by drowning in the onrushing water. Others were crushed in the initial panic on the stairs and decks, and many jumped into the icy Baltic. The majority of those who perished succumbed to exposure in the freezing water. Less than 40 minutes after being struck, the *Wilhelm Gustloff* was lying on her side and sank bow-first, in 144 ft of water. Thousands of people were trapped inside on the promenade deck. When she went down, more than 9,000 people went with her and is the largest maritime disaster in human history.



Bundesarchiv, N 1572 Bild 1025-079
Foto: Fleischhut, Richard | 1925 Juli - August

SS General von Steuben was the S-13s next victim



This crippled the German U-boat arm for the rest of the war. On the way back to Krondstadt, S-13 sank the SS *General von Steuben*. This 14,660-ton liner was also performing similar work as the *Gustloff*. On board were 2,800 wounded German soldiers; 800 civilians; 100 returning soldiers; 270 navy medical personnel (including doctors, nurses and auxiliaries); 12 nurses from Pillau; 64 crew for the ship's anti-aircraft guns, 61 naval personnel, radio operators, signal men, machine operators, and administrators, and 160 merchant navy crewmen: a total of 4,267 people. The S-13 fired two fish into her side and she sank in 20-minutes with only 300 survivors ever found.

In the span of a single war cruise the S-13 sent over 40,000 tons of shipping to the bottom along with 13,000 souls for the cost of just five 21-inch torpedoes. However returning to port the Soviet high command doubted Marinesko's claims. Here they had a drunk who had only sunk a barge in four years of combat coming in with his scratch and dent submarine saying he sank two huge naval vessels. The fact that the Germans were silent on their losses also played into this. Still, the subs political officer did in fact vouch that two attacks had been made, which earned Marinesko an Order of the Red Banner (instead of the more appropriate Hero of the Soviet Union award). When the brass came by to decorate Marinesko, he submerged his sub and left the dignitaries on the dock. On the next war patrol the submarine did not make a single attack, even though it was in a target rich environment.



Marinesko was drummed out of the service in 1946, "For neglect of duty, regular heavy drinking and domestic immorality, the Commander of the Red Submarine S-13, Red Submarine Brigade of the Baltic Fleet, Captain 3rd Rank Marinesko, Alexander Ivanovich, to be dismissed, downgraded in military rank to lieutenant and placed at the disposal of the military council of the same fleet." He died in 1963 forgotten and marginalized, living on a small pension. However, today he is seen as a Soviet hero and the Submarine Museum in St Petersburg is named after him. He is after-all the highest scoring Russian Submarine Ace by tonnage in history.

The S-13 was decommissioned 7 September 1954, stricken two years later and scrapped.

Her sister ship, the S-56, only known S-class still in existence, is on display as a museum ship in Vladivostok.



Specs

Type: Diesel attack submarine
Displacement: 840 tonnes (surfaced)
1050 tonnes (submerged)
Length: 77.8 m
Beam: 6.4 m
Draught: 4.4 m
Propulsion: 2 x diesels (2000 hp)
2 x electric motors (550 hp)
2 x propeller shafts.
Speed: 19.5 knots (36 km/h) surfaced 9 knots (16.7 km/h) submerged
Range: 9800 miles (10.4 knots) surfaced
148 miles (3 knots) submerged
Test depth: 100 m
Complement: 8 officers 16 non-coms and 21 ratings

Sensors and processing systems:

2 x periscopes
Mars-12 microphone system
Sirius communication system
ASDIC (on some boats)
Armament: 6 x 533 mm (21 in) torpedo tubes
(4 forward, 2 aft, 12 torpedoes)
1 x 100 mm B-24-2 gun
1 x 45 mm 21-K gun
mines

If you liked this column, please consider joining the International Naval Research Organization (INRO)

They are possibly one of the best sources of naval lore <http://www.warship.org/naval.htm>

The International Naval Research Organization is a non-profit corporation dedicated to the encouragement of the study of naval vessels and their histories, principally in the era of iron and steel warships (about 1860 to date). Its purpose is to provide information and a means of contact for those interested in warships.

Nearing their 50th Anniversary, Warship International, the written tome of the INRO has published hundreds of articles, most of which are unique in their sweep and subject.

I'm a member, so should you be!

Web sites of interest.

The Imperial War Museum has 1,000,000 photographs online. See the Museum website www.org.uk/collections

Google Street View of the Historic Dockyard, Chatham includes a virtual tour inside the Submarine, HMS OCELOT. See the Captain's Cabin, galley, weapons room, control room and engine room. Type HMS OCELOT into Google maps.

The Navy News is a monthly newspaper currently available 12 editions for the price of 10. See www.navynews.co.uk Historical articles like the "The Revolutionary Queen" (reproduced below) and modern RN news in a broadsheet format with regular double sheet centre spread pull outs.

This bit of trivia from Rob Morgan. I was thinking of holding this snippet until April's AGB and seeing if anyone thought it was an "April Fool".

The last known survivor of the mutiny on the Battleship Potemkin, died aged 102 in 1987, having run a fish and chip shop in Dublin for decades

This from Dave Manley:

This is the first Warning Order for the 2014 Naval Wargames Show. The event is scheduled to take place on the weekend of June 21/22 and as in previous years is at the Explosion Museum of Naval Firepower in Gosport. If we follow the plan as of the 2013 event we should have space for 7-8 decent sized games. Again, as in 2013 we should be OK to stay overnight at the hall.

At the 2013 event we discussed the possibility of using the adjoining board room which would make an ideal location for a "spectacular" game and Stuart BW kindly agreed to run something (1/1200 most likely as not) in there if we do have the use of that room. At present that isn't confirmed.

So, with 5 and a half months to go before the big day please put the event in your calendar, and if you are feeling keen to take part please put your thinking caps on and have a think about what you could run. I'll be running another warning in AGB in a month or two's time with the formal request for games. If you'd like to offer your services prior to that, or have any questions please feel free to email me.

The following article about the Naval Dockyards Society was seen by Rob Morgan.



The Naval Dockyards Society

From 1700 to 1914, the Royal Navy expanded to achieve global dominance, its worldwide network of naval bases providing the means by which wars were won and lost, and the British Empire was created and sustained. These dockyards were often heroic in scale, more complex and more versatile than many civil engineering concerns, places where whole communities lived and worked, building, fitting out and maintaining warships, with attendant barracks, training establishments, hospitals and social clubs, ordnance yards, rope walks, rigging and canvas stores, coaling and victualling stations, and fortifications.

A surprising number of the dockyards constructed during this period remain in use today, either for their original purpose or as historical monuments. That does not mean they are not at risk, however. Recent losses include the awe-inspiring Rosia Water Tanks in Gibraltar, six huge underground chambers dug out of the natural rock and vaulted in brick in 1799 to supply fresh water to Royal Navy ships. They enabled Nelson and Admiral Lord St Vincent to maintain their fleets in the Mediterranean, vanquishing the French at the Battle of the Nile. Sadly, they have gone, bulldozed to create underground car parking for blocks of flats that are themselves an intrusion into the setting of the 1807 Victualling Yard, the last constructed outside Britain in the Georgian period.

Lobbying and campaigning to prevent further losses of this kind is just one of the Naval Dockyards Society's activities; more satisfying is the work the Society does in advising more enlightened owners on the conservation and enhancement of their dockyard heritage; holding an annual conference; organising visits to dockyards from Bermuda to Brest and St Petersburg; publishing two substantial newsletters a year, a series of *Transactions* volumes, and a dockyards bibliography, and working with the National Maritime Museum, Greenwich, on the Navy Board Project, making the contents of several major naval history collections at the National Archives, Kew, available online.

Join now and you will be in time to book for the 2014 conference on British Dockyards in the First World War. Better still, you will be able to join visits to historic dockyards not normally open to the public in the company of experts who can show you why every effort should be made to preserve the places that helped to shape the world's naval history. @

For more information, visit: <http://navaldockyards.org/>



PHOTO: Philip MacDonnell

ABOVE The 6-inch guns of Fort Dunree. This is the main fortress guarding Lough Swilly, the naval anchorage in County Donegal that was briefly the operational base of the Grand Fleet during 1914.

RIGHT & BELOW The society's members recently visited Deptford Docks, founded by Henry VIII and in use until 1869. There they saw the Victualling Yard entrance gate, the former Rum Stores (**BELOW**), now converted to apartments, and the excavated remains of the dry docks, shown (**RIGHT**) being explained by CgMS's Duncan Hawkins, consultant archaeologist for the Deptford project.



PHOTOS: Malcolm Tucker

Is there a society that you would like to see profiled?
Write to matt@archaeology.co.uk

TEXT: Christopher Catling

The revolutionary Queen

PORTSMOUTH Naval Base, Trafalgar Day 1912.

While the great and the good of the Royal Navy were honouring the immortal memory aboard HMS Victory – then a floating hulk in the harbour (and in a rather sorry state) – a short distance away the keel was being laid for the largest, fastest, most powerful battleship ever built.

HMS Queen Elizabeth wouldn't change the face of naval warfare as the 'starting pistol' of the battleship race, HMS Dreadnought, had done barely seven years before.

But she was something of a gamble and a leap into the unknown. Fortunately, it was a gamble which paid off.

In a land where coal was king, it powered pretty much everything: the dark satanic mills, locomotives hauling trains up and down the world's first railway network, and most of the vessels of the world's most powerful navy.

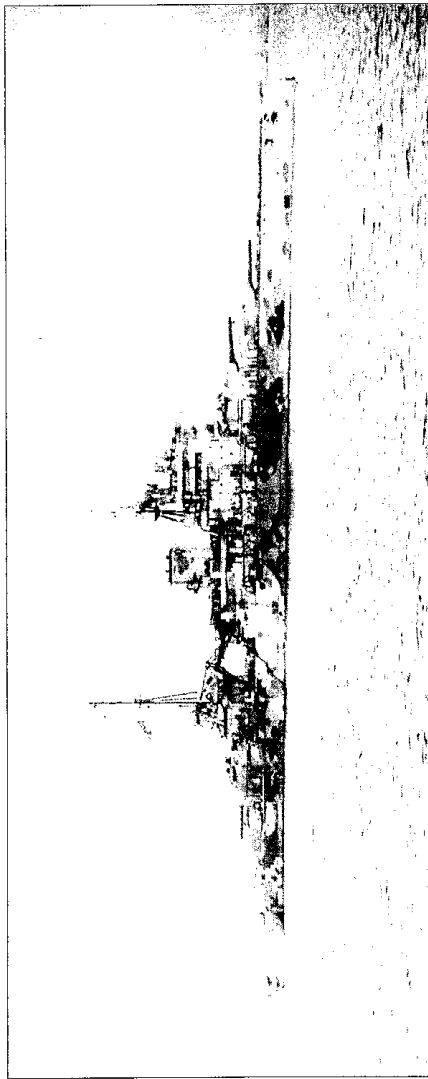
But coal was heavy. It was labour intensive – both coaling ship and stoking the fires. It wasn't particularly efficient.

And it simply couldn't power a super-dreadnought – bigger guns (13.5in was now the standard) and a heavier displacement had added the prefix 'super' to the new breed of battleships – quickly enough for the Admiralty's liking.

The most recent class of battleships, the Iron Dukes, bristled with 10 13.5in guns and weighed in at just under 30,000 tons. Top speed: 21kts.

The Admiralty was hoping for a top speed of 23kts from their successors. And it wanted a punch of eight 15in guns, mounted in twin turrets.

Such guns would deliver a broadside more than twice as heavy as that from Dreadnought's ten 12in barrels.



● HMS Queen Elizabeth in her 1943 configuration in UK waters after extensive repairs following an Italian raid on Alexandria

The 15in would prove to be an outstanding weapon for the next 40 years, propelling a 1,938lb shell out of the barrel at more than twice the speed of sound (1,675mph) and capable of hitting a target nearly 19 miles away.

These decisions ruled out coal as a fuel in favour of oil. But Britain had neither the natural resources nor the infrastructure – tanks, pipes, reserves.

The nation had to look overseas for oil. In doing so, the Government bought a controlling stake in the Anglo-Persian Oil Company – what is today BP – for the not inconsiderable sum of £7.2m (about £100m today).

The switch to oil was a brave move – and not especially popular – in coal-mining constituencies protested at

the potential loss of jobs. And only Barham was lost (to a U-boat). Warspite earned more battle honours than any other individual ship. Malaya and Valiant both fought at Jutland and later in the Mediterranean theatre in WW2, with Valiant going on to the Far East.

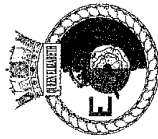
As for the Queen, well, she was in action just weeks after commissioning, supporting the ill-prepared landings at Gallipoli. She missed Jutland through refit, but she was instrumental in the end of the German Fleet; it was aboard Queen Elizabeth that Admiral Beatty laid down the armistice terms to Admiral Meurer.

A few days later the battleship overawed the ms surrender of the High Sea Fleet, an event known simply as *Der Tag* (The Day).

After spending much of the inter-war period in the Mediterranean (including supporting the non-intervention blockade off Spain during the civil war), Queen Elizabeth missed the first year of WW2 whilst undergoing a massive refit – tantamount to a rebuild – in Portsmouth dockyard.

Once fit for action, she was sent to the Med again, came through the Battle of the Fleet, and spent the rest of 1941 operating out of Alexandria, where she was crippled that December by Italian human torpedoes.

Fatigued – so she could be sent to the USA for repairs, it was late 1943 before Queen Elizabeth could take her place in the order of battle again. She spent her final active years in the Far East before being



Dardanelles..... 1915
Crete..... 1941
Sabang..... 1944
Burma..... 1944-45
East Indies..... 1945

Class: Queen Elizabeth-class
super-dreadnought
Pennant number: 00
Builder: Portsmouth dockyard
Laid down: October 21 1912
Launched: October 12 1913
Commissioned: December 22 1914
Displacement: 36,500 tons
Length: 645ft 9in (197m)
Beam: 90ft 6in (27.5m)
Draught: 30ft (9m)
Speed: 24kts
Complement: up to 1,300
Crew: 24 boilers
powering Parsons steam
turbines generating
75,000SHp
Range: 9,000 miles at 12½kts
Armour: From 4in (upper
deck) to 13in (belt)
Armament: 8x15in guns in
four turrets; 16 x 6in Mk XIII
guns; 2 x 3in anti-aircraft guns;
4 x 3lb saluting guns; 4 x 21in
torpedo tubes

placed in reserve in the summer of 1945 – she arrived back in Britain on the very day of the Japanese surrender.

Now over 30 years old and unneeded, she was sold for breaking up at Troon in the spring of 1948.

Continuing the Submarine theme: website of interest try <http://www.submarinersassociation.co.uk/IndexHome.html> I especially found the Submariners Victoria Cross section of interest. Thanks to the Submarine Association and Gordon Smith for Naval History. The following is just one of the VC entries.

**1942
16th February**

Lt Peter ROBERTS RN and Petty Officer Thomas GOULD,
HM S/M Thresher removed two unexploded bombs lodged between the casing and hull off northern Crete and in spite of the likelihood of them drowning if she had to submerge.

Both men were awarded the Victoria Cross

Supplement to the London Gazette, 9 June, 1942 - (From the ADMIRALTY, Whitehall, S.W.1)
The KING has been graciously pleased to approve the award of the VICTORIA CROSS for great valour while serving in H.M.S. Thrasher, to:

Lieutenant Peter Scawen Watkinson Roberts, Royal Navy.
Petty Officer Thomas William Gould, C/JX.147945.

On February 16th, in daylight, H.M. Submarine Thrasher attacked and sank a heavily escorted supply ship. She was at once attacked by depth charges and was bombed by aircraft. The presence of two unexploded bombs in the gun casing was discovered when after dark the submarine surfaced and began to roll.

Lieutenant Roberts and Petty Officer Gould volunteered to remove the bombs, which were of a type unknown to them. The danger in dealing with the second bomb was very great. To reach it they had to go through the casing which was so low they had to lie at full length to move in it. Through this narrow space, in complete darkness, they pushed and dragged the bomb for a distance of some 20 feet until it could be lowered over the side.

Every time the bomb was moved there was a loud twanging noise as of a broken spring which added nothing to their peace of mind. This deed was the more gallant as H.M.S. Thrasher's presence was known to the enemy; she was close to the enemy coast, and in waters where his patrols were known to be active day and night. There was a very great chance, and they knew it, that the submarine might have to crash dive while they were in the casing. Had this happened they must have been drowned.

A Shot at the CSS Arkansas?

My interest in the American Civil War dates as far back as the 1960's when I discovered a very interesting account of the odd Ironclad designs in Don Featherstone's '*Naval War Games*' and has never really waned.

The other afternoon I was consulting the 'Morgan Archives' (or what my wife calls the old boxes in the attic) and came upon an article published in 1988. It was entitled '*The CSS Arkansas*' by Jon Carruthers in 'Wargames World' No.3', and is just an

account of the construction and short career of the Confederate Ironclad Ram. All straightforward, but the article, which provides no bibliography or references, provides this sentence dealing with the Vicksburg encounter between the ram and *USS Essex* and *Queen of the West*.....

.....”With a single shot composed of children’s glass marbles, the *Essex* disabled half the *Arkansas*’s remaining crew”.....

I can’t find any further information on this, but it seems remarkable, even unlikely, that a Federal Ironclad, well supported by land and afloat would have to resort to children’s marbles for an alternative form of grape shot. It would require a very substantial amount of them, to have effectively wounded half of what the writer describes as only twenty eight crew in total by that time.

Throughout the history of muzzle-loading artillery odd ammunition is encountered, but can anyone provide confirmation, or a reference or some more detail of this remarkable single discharge of gunfire?

Rob Morgan.
January 2014.

This article was seen by Jeff Crane.

Warship Wednesday Jan 8, 2014 The Brave Perth

Happy new year and thanks for dropping by. Here we see *HMAS Perth* (D29) of the Royal Australian Navy (RAN) in a beautiful camouflage pattern sometime around 1941.





Perth in 1940, Sydney

Perth was a modified *Leander*-class light cruiser. At 6800-tons with a 31-knot speed, her armament of eight 6-inch Mk XXIII naval guns and another eight 4-inch guns along with eight 21-inch torpedo tubes was packed into her 565-foot long hull. They were based on the *York*-class heavy cruiser, but with smaller guns. Smaller than the destroyers of today, the *Leander*-class were some of the finest light cruisers in the Commonwealth. Her seven sisters included the illustrious cruisers *Ajax* and *Achilles* (of *Graf Spee* fame) as well as the famous *HMAS Sydney*, killer of both the German cruiser *Kormoran* and Italian cruiser *Bartolomeo Colleoni*.



The *Perth* was brought into the world as the *HMS Amphion* of the Royal Navy, 15 June 1936, after spending three years under construction at Portsmouth Naval Dockyard. Transferred to the RAN officially on 29 June 1939, she was given the name *HMAS Perth*. As such, she was the last cruiser ever commissioned in the Australian Navy.

When WWII broke out she was visiting South America and spent 1939-41 in hard service in the Med. She saw hot action off Syria, fought hard at the Battle of Cape Matapan, helped evacuate Crete, and ran the Malta gauntlet. When war came to the Pacific she sailed back home, joining the ill-fated ABDA fleet under Dutch Rear-Admiral Doorman. Running headlong into the Japanese Navy, she became involved in the Battle of Sunda Strait on the night of Feb 28-Mar 1 1942.

Perth, along with the 9200-ton *Northampton*-class heavy cruiser *USS Houston* and the Dutch destroyer *HNLMS Evertsen*, stumbled across 58 Japanese transports crammed with troops. Normally this would have been a field day for the small Allied force, but the troop carriers were escorted by the Imperial Japanese Navy's 7th Cruiser Division, under Vice Admiral Takeo Kurita. This force included five modern cruisers including the giant twin 14,000-ton super cruisers *Mogami* and *Mikuma* and a dozen destroyers.



AUSTRALIAN WAR MEMORIAL

ART24483

The force was doomed but still fought it out, blocked at both sides of the straits by the huge Japanese force. Over 90 Long Lance torpedoes fired at the two ABDA cruisers by Japanese destroyers while the cruisers slugged it out at long-range. Four Japanese torpedoes hit the *Perth* near simultaneously, dooming her.

During the abandon ship operation *Perth* was under fire from several destroyers at close range and many hits were scored and casualties caused. Many were killed or wounded in the water by the explosion of the last two torpedoes and by shells exploding in the water. Of the *Perth*'s crew of 681, only 218 were repatriated. Many became prisoners of war and were incarcerated in camps near Batavia, Java.

The *Perth*, *Houston*, and *Evertsen* all went to the bottom of the strait that night but were joined by a number of Japanese troopships, themselves victim of friendly fire Long Lances. Apparently once a torpedo hits the water, it has no friends.

Perth's wreck lies in approximately 35 meters of water and unfortunately is very heavily visited not only by recreational divers but by salvagers.

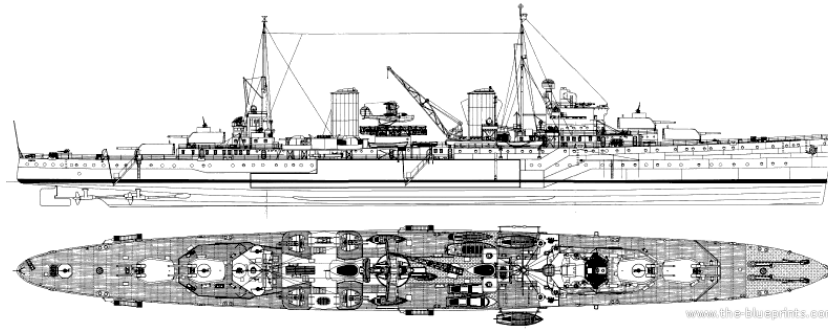


Recently, illegal salvage operations have attacked the Perth, now considered a war memorial. These buzzards of the sea [have completely removed](#) the "mid section above deck, where the bridge was, has been completely removed, the bow guns have been damaged by what appears to be explosives with the barrels missing and the tops peeled of [sic], the bow has collapsed completely."

"Although it is hard to be certain, but as the metal that was the superstructure is all missing and is not lying around as debris it looks although we could be wrong like purposeful attempt to salvage the steel. She has been hammered and the once impressive six-inch A1 and A2 turrets are gone, the bow is flat and... the wreck is more hazardous than before - even for general swimming around, with lots of live ordinance, wire and overhanging metal."



Gratefully, in 1967 her binnacle, bridge voice pipe and ship's bell were retrieved by divers. They are currently on display in the Australian War Memorial in Canberra.



Specs

Displacement: 6,830 tons (standard)
 Length: 562 ft 3.875 in (171.39603 m) overall
 530 ft (160 m) between perpendiculars
 Beam: 56 ft 8 in (17.27 m)
 Draught: 19 ft 7 in (5.97 m)
 Installed power: 72,000 shaft horsepower (54,000 kW)
 Propulsion: 4 x Parsons geared turbines
 4 x Admiralty 3-drum boilers
 4 shafts
 Speed: 31.7 knots (58.7 km/h; 36.5 mph)
 Range: 6,060 nautical miles (11,220 km; 6,970 mi) at 22.7 knots (42.0 km/h; 26.1 mph)
 1,780 nautical miles (3,300 km; 2,050 mi) at 31.7 knots (58.7 km/h; 36.5 mph)
 Complement: 646 (35 officers, 611 ratings) standard
 681 at time of loss (includes six RAAF and four civilians)
 Armament:

8 x BL 6-inch Mk XXIII naval guns (4 x 2)
 8 x 4-inch Mk XVI guns (4 x 2)
 12 x 0.5-inch machine guns (3 x 4)
 10 x 0.303-inch machine guns (10 x 1)
 8 x 21-inch torpedo tubes (2 x 4)
 Aircraft carried: 1 x seaplane (a Supermarine Walrus)

If you liked this column, please consider joining the International Naval Research Organization (INRO)

They are possibly one of the best sources of naval lore <http://www.warship.org/naval.htm>

The International Naval Research Organization is a non-profit corporation dedicated to the encouragement of the study of naval vessels and their histories, principally in the era of iron and steel warships (about 1860 to date). Its purpose is to provide information and a means of contact for those interested in warships.

Nearing their 50th Anniversary, Warship International, the written tome of the INRO has published hundreds of articles, most of which are unique in their sweep and subject.

I'm a member, so should you be!

‘German Naval Guns 1939-1945’

By Miroslaw Skwiot.

Published by Seaforth Books 2011. Priced £40.HB.

As a matter of fact this excellent title, 400 pages long, is currently available from Pen & Sword Books at a mere £20, and is a very good bargain indeed. Originally a four volume Polish work published between 2004 and 2010, this is a substantial and scholarly book worthy of a place on the bookshelves of any member with a WWII or *Kriegsmarine* interest. I picked it up primarily as a member of the Ordnance Society with a serious interest in books which cover artillery at sea in discrete historical periods. The book opens with the restrictions placed on German industry in the wake of Versailles, and the intriguing ways in which, particularly in regard to the ‘*Deutschland*’ Class these were sidestepped. There’s a brief consideration of the complexities of German naval artillery nomenclature and then launches into its main subject area.

The book deals with all of the range of German WWII ordnance at sea, and in many cases in coastal defence where it so often ended up. Beginning with the Heavy guns; first the 40cm guns intended for the ambitious projects of the ‘H’ to ‘N’ Classes, and the subsequent fate of the handful of these big pieces. The author goes on to deal with the 38cm guns of ‘*Tirpitz*’ and her sister, and then the 28cm guns of the ‘Pocket Battleships’ (the translator uses this term in preference to *Panzerschiffe* or Heavy Cruiser) and the similar weapons of the ‘*Scharnhorst*’, Class, which are referred to as Battleships, again I suspect by the translator. All well covered.

The extensive range of Medium guns, from the 20.3cm main armament of the ‘*Admiral Hipper*’ Class to the 15cm weapons aboard the older cruisers, ‘*Emden*’, ‘*Nurnberg*’ and the 15cm guns carried as secondary armament by the heavy units of the *Kriegsmarine*, are dealt with, and there is a useful short note on the intended heavy armament of the *Graf Zeppelin* aircraft carrier. This section ends with accounts of the 15cm and 12.7cm guns aboard the Destroyers, including the ‘Z’ Class.

A third extensive section of the book covers 105mm and 88mm guns aboard warships, in single and twin mounts for the ‘105’s’ and the array of mounts utilised for the ubiquitous ‘88’. The final section of this, I’m tempted to call it sumptuous, volume is for me the most interesting. It covers light anti-aircraft guns, the 4cm, 3.7cm and 2cm weapons which bristled from every German naval unit, from ‘*Bismarck*’ to the lowliest escort trawler. The range of mounts and the placement of them is staggering. The small section on 2cm U-Boat turrets on the late war Type XXI U-Boats is particularly valuable. In almost every case the

gun's ballistic properties, ammunition. Weights and characteristics at sea are discussed and considered.

Leaving the best until last, I have to say that this book is very, very well illustrated with photographs not only of all the guns in a range activities from action stations to cleaning and maintenance, but also of all of the classes of German warships built and many of them taken at sea and in action. The photos alone, and there must be three hundred or more of them (No, I didn't count!) are worth the price, my favourite being the lower photo on page 361, unidentified, it shows two auxiliary escorts from astern, bristling with 20mm weapons in all manner of fits. The scale drawings again are magnificent and ideal for larger scale ship modellers to use. If there is one very minor criticism it would be why there needs to be 98 computer-generated graphic illustrations of the variants of the 2cm gun in all? It does seem a minor criticism though. This is a marvellous volume and one I highly recommend, especially with the approach of Christmas. 10/10!!!

Rob Morgan.
October 2013.

A Medieval Cog of Excellent Quality!

In my review of the new 'Peter Pig' 1/600th scale Viking Longship, for this newsletter, I bemoaned the fact that there are so very few good quality medieval ship models available in this wargames scale. No sooner had I put pen to paper than another one drifts across the horizon!

Ral Partha's not a company I associate with warfare at sea, and in fact the model I'm describing here **6232 Empire Cog** is marketed under the 'Fantasy Fleets' range.....but it's nothing of the kind!

This is a superb, more or less 1/600th scale cog of the 100YW period. The model's made of good quality, detailed white metal. It comes in four parts, hull, with a large stern rudder moulded, two castles, neatly crenulated, and a mast and single square sail, with a small fighting top. Easy assembly, and the model is clean and free from any flash. The fore and after castles, sometimes a problem in similar vessels from other manufacturers, sit well and are secure.

This is the best Cog model to be found anywhere. Price currently is £1.75, and remarkable value.

There are numerous detailing options naturally, apart from banners and streamers, the castles and the main deck area will take one of the small Xyston 1/600th bolt shooters from their 'Ancient Galleys' series. You can for an early Cog, replace the mast and sail with for example one of the 'Peter Pig' Longships sails, rather larger area of canvas there. A small ship's boat, one of those to be found on a 1/1200th Airfix warship (like *Cossack*, *Hood* or *Prinz Eugen*) will suit. As with the 'Pig' Longship, the Tumbling Dice 1/600th rowing boat will serve as a follower, and of course it's possible to base-up the Cog and add 3 or 4 lengths of pin, around 6-7mm long a sweeps if the fancy takes you; that's for harbour, river or estuary work. It will fit in nicely with just one, maybe two of the Scotia big Cogs, for say the 'Christopher' if you fancy a re-fight of Sluys. Again the combination looks right. If you want to really alter her, then with a lateen rig, and two quarter rudders, and a little extra detail, she'd make a decent Mediterranean vessel of the time of the Pisan Wars.

Paint jobs can be found in some of my articles in 'HOBILAR' and 'Lone Warrior' and this model will paint up beautifully. My only regret is that there are no deck figures, but as this was intended to be a 'fantasy' ship that's probably just as well. You can add some from Xyston, or 'Peter Pig' without difficulty. She'd look seriously war-like with her decks manned and a bolt-thrower.

Highly recommended.

10 out of 10 for a superb model. Many thanks to Paddy Green, NWS member who brought my attention to the Cog, I'd missed her entirely.

Incidentally, the range includes two other attractive warship models, a Galleon and a Galleass, and they will be reviewed separately. Ral Partha are Liverpool based, and their web is at....

www.RalParthaEurope.co.uk

My review samples were provided by the excellent and very speedy mail order service of the 'Scythe and Teacup gamer Café' of Liverpool...

scytheandteacup@gmail.com

I wonder if this range is likely to expand in the future? A Galley maybe or a Caravel? Or even a big Carrack?

Rob Morgan.
January 2014.

SIGNAL PAD!

Coming next month in AGB: Missives from the Battle of Trafalgar; an article in the Times seen by Rob Morgan. A review of "Swordfish at Taranto", a cheap and cheerful game from Minden Games. Plus lots more.

Valleycon Wellington, New Zealand, 18th – 19th January.

Drumbeat 2014 will be held **Saturday, January 18, 2014** at the [Lake City Community Center](#) in Seattle, WA. For more information or to schedule a game for the day contact [Kevin Smyth](#) or [John Kennedy](#).

Cancon 2014 will be held at [Exhibition Park in Canberra](#) Saturday 25th January, day two is Sunday 26th of January. Day three is Monday 27th January (Public holiday)

Penarth, Wales, Cogan Leisure Centre, Andrews Road, 25th January.
<http://www.penarthwargames.co.uk/crusade>

Vapnartak
Sunday 2nd February 2014
Knavesmire Stand York Racecourse
Over 50 traders on 3 floors

DOOR OPEN 10-00-17-00 ENTRY ADULTS (OVER 18'S) £4.00 JUNIORS (12 - 17) £2.00 CHILDREN (UNDER 12) **FREE.**

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.
Membership secretary: simonjohnstokes@aol.com