



All Guns Blazing!

Newsletter of the Naval Wargames Society

No. 233 – MARCH 2014

EDITORIAL

The British are well known for having the weather as a favourite topic of conversation; and when you get all four seasons twice in a day is it no wonder? Perhaps after the record snow in Chicago and Tokyo and increased instances of extreme weather all around the World, the weather may be featuring more in the talk where you are.

There is still time to get an article to Jeff Chorney for "Battlefleet". Times New Roman 11 or 12 font please.

Updating and improving the NWS website is proving difficult and is taking longer than desirable. Please be patient.

Somewhere in the World the Sun is over the yardarm.

Norman Bell
normanpivc@gmail.com

VIEW FROM THE BRIDGE

March 2014
Sydney, Australia

Some more notes for travellers. The Maritime Museum is well worth a visit, primarily for the moored warships. These include HMAS Vampire (Daring Class post war destroyer), HMAS Onslow (post war sub), HMAS Advance (post war patrol boat) and HMAS Krait (used in the attack on Singapore in 1944). There are two types of ticket available, museum only and museum plus ships. I recommend the latter as the warships are the highlight, and in good condition. The reconstructed Endeavour is a beaut, and like all ships of this period, back breaking beneath the top deck. The museum itself has a naval section and very small liner section, but overall I found it large and rather uninspiring.

For a good view of the current fleet take a pleasurable walk from the Opera House, through the Botanical Gardens, over looking the navy base. Harbour boat trips will also afford a good view of the base, plus provide the only way of getting to Fort Dennison in mid bay. The greatest pleasure for me came with visits to both Middle Head and South Head batteries, managed by the Department of Conservation. Originally started following the 'Russian scare' of the 1870's (worth wargaming!), all improved during the World Wars. Both are in fine condition, with stunning views of Sydney harbours narrow entrances. All these batteries were in action during the attack on Sydney 1942.

Other naval 'finds' in the city are the mast of HMAS Australia (WW1) and a gun from the Emden battle in 1914. In one of my Kaisers Korsairs campaigns we had von Spee's German Asiatic Fleet attacking Sydney at night. The German light cruisers followed an unsuspecting merchant ship into the Outer harbour before the defences got wise. The light cruisers did a lot of damage to merchant

shipping, sank the old guardship HMAS Cerberus and light cruiser HMAS Pioneer, before taking a battering from the surviving batteries on the way out. Scharnhorst and Gneisenau battered away at the batteries during the action, with mixed results. More importantly, it showed the vulnerability of the Empire's overseas ports to attack from the sea.

Next month: The North Island, New Zealand

Stuart Barnes-Watson, Chairman

HMS Montrose begins journey home

Naval ship HMS Montrose has set sail to come home after handing over duties to HMS Diamond in the mission to remove chemicals from Syria.



HMS Montrose heads home after taking part in the operation to remove chemicals from Syria

[Picture: Crown copyright]

Since arriving in the eastern Mediterranean in January, HMS Montrose has been working alongside warships from Denmark and Norway carrying out maritime escort and protection duties for 2 merchant vessels that are transporting chemicals from Syria for onward destruction.

Known as Operation Recsyr, it is a mission that has also seen co-ordination with Russian and Chinese warships which are operating in the area.

After a mammoth nine months away at sea the 200 men and women of HMS DARING have just one thing on their minds – getting back to their loved ones.

The Type 45 destroyer is heading straight home after transiting the Suez Canal to set full steam ahead to arrive for their homecoming at the end of February. The first in class of the Royal Navy's Type 45 destroyers, HMS DARING has been on a global mission which has seen her work with navies across the world, including visiting the Far East and rapidly mobilising to provide disaster relief to the Philippines. At nine months the deployment is one of the longest for the surface fleet meaning families have endured many months of separation over thousands of miles. Newly weds will be able to reunite as will fathers with their children born just a few weeks before the ship deployed. After leaving her home port in May 2013 HMS DARING has called at 21 different ports and sailed more than 38,000 miles. She has crossed the Atlantic Ocean, supported anti-piracy operations in the

Caribbean Sea and the Gulf of Aden, tracked ballistic targets in the Pacific Ocean and provided immediate humanitarian support to the Philippines in the wake of Typhoon Haiyan.

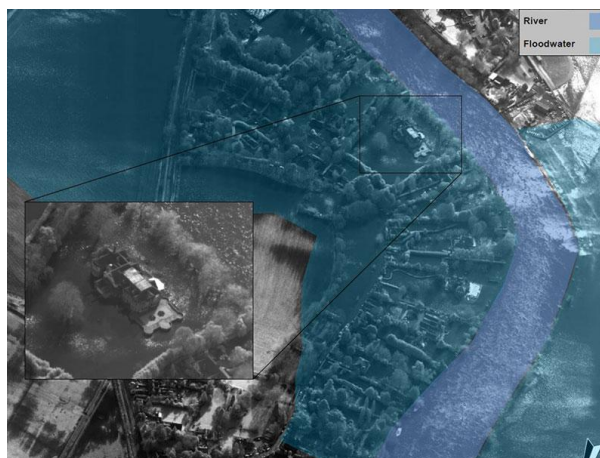
She also exercised with 15[1] Navies along the way as well as in the Tasman Sea, South China Sea, East China Sea, Indian Ocean, Arabian Sea and Red Sea. Home comforts have also been sorely missed – with the next few weeks not going quick enough for the youngest member of the ship's company, 18-year-old Engineering Technician (Marine Engineer) Leanne Kelland.

She said: "As a first deployment this has been amazing, I have seen so much of the world and was so proud to be able to help in the Philippines. I do miss my Mum's home-made spaghetti bolognese though!"

[1] The Navies of: Australia, China, France, India, Indonesia, Japan, Malaysia, New Zealand, Nigeria, Singapore, South Korea, Spain, Thailand, United States and Vietnam.

Weather or not we like it, it's still raining.

British Army and Royal Navy personnel have been helping out with flood relief work at home recently as opposed to helping out in areas of the World more associated with natural disasters. Naval personnel from shore base HMS COLLINGWOOD have been filling and shifting sandbags trying to protect the City centre of Winchester from the overflowing river. The RAF has provided high-tech surveillance equipment to capture detailed aerial pictures of the flood-hit areas of the UK.



An electro-optical image of the extensive flooding in Bourne End, Buckinghamshire
[Picture: Crown copyright]

The service deployed a Tornado GR4 fast jet and a Sentinel R1 aircraft to produce images that will aid the planning and co-ordination of multi-agency efforts to provide relief to local residents and communities. The Sentinel mission followed the Tornado sortie that took place on Thursday 13th February, which saw the Tornado's reconnaissance pod produce optical imagery that will complement the Sentinel's radar pictures.



40 Commando Royal Marines from Taunton, Somerset, assist the local authorities with the flood relief effort.
Picture: LA(Phot) Rhys O'Leary

<https://www.gov.uk/government/news/armed-forces-help-flood-relief-efforts--5>

More than 300 Royal Navy sailors have been building up flood defences in Romsey, Hampshire as the River Test reaches critical levels.



RN personnel in Hampshire
[Picture: Crown Copyright]

Personnel from HMS Illustrious, Lancaster, Nelson, Collingwood and Sultan filled more than 30,000 sandbags at the Micheldever council depot which were then used to protect housing along the riverbank. Residents in Riverside Gardens in Romsey carried cups of tea to the 100 sailors from HMS Illustrious as they piled up walls of sandbags delivered from the depot by the Environment Agency.

"It makes me proud to be British," said Matthew Southey, one of the residents who joined in the efforts to carry sandbags from the lorries to the front line of vulnerable properties.

"It is just fantastic to see so many Royal Navy people here helping us, we are very grateful to them. It is always worrying when the river level rises and this is the worst we have seen it in a long time."



RN personnel assisting with flood defences

[Picture: Crown Copyright]

As part of the military response to the flooding crisis from across the land the Royal Navy and Royal Marines have nearly 950 men and women helping affected communities in Winchester, Romsey, Gloucestershire and the Somerset Levels.

Another multi-million-pound cocaine seizure for Royal Fleet Auxiliary (RFA) naval support ship Wave Knight.



The speedboat was destroyed once its crew and cargo had been seized

[Picture: US Coast Guard]

RFA Wave Knight and the US Coast Guard worked together to seize cocaine with an estimated wholesale value of £8.5 million in what was Wave Knight's second successful counter-narcotics operation in 3 weeks. While on patrol in the Caribbean Sea on 11 February, the crew of Wave Knight detected a suspicious speedboat operating in the area. A US Coast Guard helicopter was quickly despatched from Wave Knight and, after arriving at the scene, the coast guard team saw 2 men throwing packages into the sea. Warning shots were fired, forcing the speedboat to a standstill.

Once on board the speedboat, the team recovered several packages totalling 170 kilogrammes that later tested positive for cocaine.

New aircraft carrier to be named by the Queen

Her Majesty The Queen will officially name the Royal Navy's new aircraft carrier HMS Queen Elizabeth at a ceremony in Scotland this summer.



Computer-generated image of new aircraft carrier HMS Queen Elizabeth

[Picture: Copyright BAE Systems]

The naming ceremony at Rosyth dockyard in Fife on Friday 4 July 2014 will mark the completion of the 65,000-tonne ship which will be Britain's biggest ever carrier. During the ceremony, the ship will be given a traditional champagne christening and later that month the dock will be flooded to allow HMS Queen Elizabeth to float for the first time. The construction of the most complex warship ever built in the UK has sustained more than 7,000 jobs at more than 100 companies across the country. The end of the build phase means the ship can now work towards beginning sea trials in 2017 and flight trials with Lightning II aircraft in 2018.



CVN 68 is? An interesting picture. Do you send your Ships into battle at full speed? For several game turns in succession? If the Ship specs in your rules show the top theoretical speed, you may like to consider that Ships rarely (if ever) travel at max speed for many reasons – avoiding self inflicted damage, vibration, hull marine growth, station keeping, negative effect on gunnery etc. Consider having a blanket reduction to say, 75% of the speed that the rules allow.

‘The Ships of Pembroke Dockyard.’....Phil Carradice.

Pub:-2013. Amberley Press 156pp, £15.99.

ISBN 978-1-4456-1290-4.

This year sees the bicentenary of Pembroke Dock, which was a Royal Dockyard, the only one in Wales, for over 112 years in all, and a dockyard in a perfect strategic position. This sumptuously illustrated book tells the story of the Dock, little of it remains to be seen now, through the wooden wall era, the Crimean War, the long era of the pre-Dreadnoughts and the two world wars.

The first ship launched was the 28 gun Frigate HMS Ariadne on 10th February 1816, the last a RFA Tanker Oleander on 22nd April 1922, almost three hundred ships were built and launched between the two. The photographs in the book are a delight, displayed are a score of illustrious names the original-1875- HMS Dreadnought, Franklin's HMS Erebus, HMS Howe, the first true pre-dreadnought battleship, doomed HMS Warrior, lost at Jutland, and Queen Mary's victim, the Cruiser HMS Curacoa. And many more.

This is a tale worth reading, and of course when the Royal Dockyard closed, the RAF took an interest, and Pembroke Dock became a seaplane and flying boat base; this sadly receives scant consideration in the text. It's the long list of Warships which holds the reader of course, and the fine photos and illustrations. It's more than merely a naval story at that. The Bibliography's short, and well known to NWS members as a whole, no doubt of that, but almost certainly this is a volume to look at wistfully, with a nostalgic eye, rather than a research text.

Rob Morgan.
February 2014.

This article was seen by Jeff Chorney. Never underestimate the power of the sea.

[NTSB: "Captain's Reckless Decision to Sail" Led to Bounty Sinking](#)

Posted: 10 Feb 2014 02:35 PM PST



The [NTSB Report](#) conclusion came as no real surprise. Captain Robin Walbridge; who was lost along with a crew member, Claudene Christian, in the sinking of the replica of the *HMS Bounty*; should never have taken the ship to sea with the well forecast approach of Hurricane Sandy. That is the bottom line.

Depending on your particular perspective, the focus could be placed on the relatively inexperienced crew, the material used in caulking while in the shipyard, the discovered

rot in the hull, or the mal-functioning bilge system and lack of functioning back-up pumps. None of this would necessarily have mattered if the captain had sought to take the ship to a harbor of refuge, rather than attempting, and coming very close to succeeding, to sail around the hurricane.

The NTSB determined that the probable cause of the sinking was *“was the captain’s reckless decision to sail the vessel into the well-forecasted path of Hurricane Sandy, which subjected the aging vessel and the inexperienced crew to conditions from which the vessel could not recover. Contributing to the sinking was the lack of effective safety oversight by the vessel organization.”*

[National Transportation Safety Board – Marine Accident Brief : Sinking of Tall Ship Bounty](#)

The following article was seen by Jeff Crane.
The Wandering Island of Luzon



Here we see the spic and span US gunboat *USS Isla de Luzon* resting quietly at anchor with her 1900s issue white and buff paint scheme. Her life before this moment was a little different. Ordered by the Spanish government for the *Armada Española*, she was billed as a second class "protected cruiser" by her government. In actuality she was, even when new, considered smaller than most other cruisers, not to mention slow and ineffective.



Photo #: NH 53277 Spanish cruiser Isla de Luzon

In Spanish service the cruiser had a green and black paint scheme with buff to white superstructures

Laid down 25 February 1886 in the UK, she was built by Elswick (Armstrong, Whitworth) at Newcastle upon Tyne. She was completed and commissioned in late 1887. Just over 1000-tons, she was 184-feet in length. Beamy at nearly 30-feet, she had a length to beam ratio of 1:6 and tended to wallow in heavy seas. She also didn't have enough ass to push her through the waves; her 2-shaft horizontal triple-expansion engines fed by 2 cylindrical boilers could generate about 14 knots, 15 if she was light. Very lightly armoured, she was also lightly armed with a half-dozen 4.7-inch guns as well as some smaller QF's and MG's but her deadliest weapon was a triple set of 14-inch torpedo tubes.

Delivered to the Armada in 1887, she served first in Europe and even dropped some shells on the Rif in Morocco from time to time, practicing true gunboat diplomacy.

Today her size and armament would make her a corvette or offshore patrol vessel. In her time, cruisers were meant to be the fast eyes of the fleet, able to reach out over the horizon, find targets and alert the main fleet of other vessels. Well, the *Isla de Luzon* was too slow for that, and she soon found herself in colonial service in the Philippines. There she could visit far-flung Pacific islands and enforce the crown's law against the locals without too much problem. She was part of the Spanish Pacific Squadron under Admiral Patricio Montojo, which consisted of seven cruisers (of which *Isla de Luzon* was one of the best) and a few gunboats.

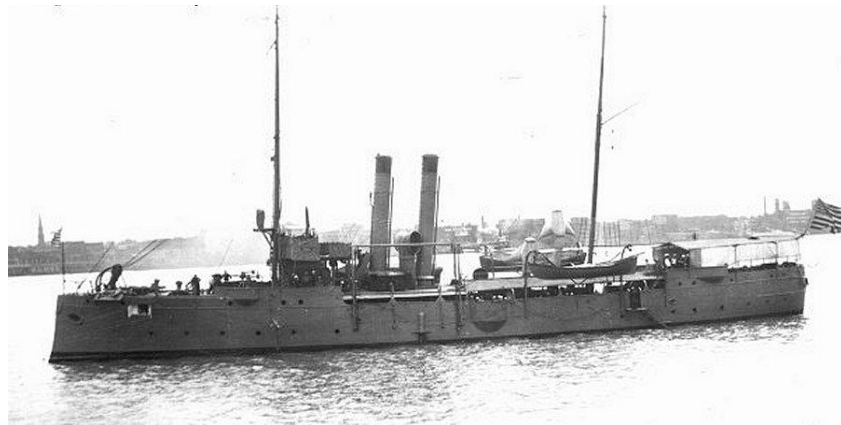
Then came the Spanish-American War.

On 1 May 1898, Commodore Dewey steamed his Asiatic Squadron into Cañacao Bay under the lee of the Cavite Peninsula east of Sangley Point, Luzon-- coincidentally the island she was named after. The resulting Battle of Manila Bay, the first major engagement of the Spanish-American War, left most of the Spanish ships sunk while Dewey suffered less than forty casualties by the worst estimate. *Isla de Luzon* was hit three times by US shells, and then was scuttled in shallow water by her crew when the

battle was in its final stages. She only had a half-dozen casualties. Bluejackets from the gunboat *Petrel* swarmed over her stricken hull, looted what they could and set her alight.

Raised after the war, she was rebuilt, rearmed with US-pattern guns, painted white and commissioned *USS Isla de Luzon* 11 April 1900. She then served as gunboat, sailing through the Indian and Atlantic ocean to reach her new homeland in 1903, serving as a station ship in Pensacola until 1907 when she was loaned to the Louisiana Naval Militia 6 December 1907 and later to the Illinois Naval Militia on the Great Lakes as a training ship. She spent WWI as a torpedo tender in Narragansett Bay, instructing new gunner's mates and TMs.

In 1911 she was given a new power plant and two skinny funnels. Here she is as a training ship after that date in haze grey scheme



Decommed and truck 23 July 1919, she was sold the next year to the Bahama & West Indies Trading Co to work as a coastal trading ship in the shallow waters there under the name *SS Reviver*. Her 1911-installed Babcocks boilers couldn't handle the strain and she was soon sold to Bahama Salvors, Ltd. of Nassau and scrapped in 1931 at age 44.

The only remnant of her that remains today dates back to 1902. "Following long custom, when she visited Muscat's picturesque harbour, members of her crew painted "*Isla de Luzon*" on the steep entrance cliff; in later years this was periodically refurbished by visiting ships of the U.S. Navy Middle East Force Command." Her name can still be seen there today. Her only sistership, the cruiser [*Isla de Cuba*](#), was also sunk at the Battle of Manila Bay, also salvaged and commissioned into the US Navy with the unimaginative name of *USS Isla de Cuba*, paid off in 1912, then picked up by the Venezuelans who used her as the training ship *Mariscal Sucre* until 1940.

Specs:



You can best see her Spanish scheme in this line drawing

(As built)

Displacement: 1,030 tons
Length: 184 ft 10 in (56.34 m)
Beam: 29 ft 11 in (9.12 m)
Draft: 12 ft 6 in (3.81 m) maximum
Installed power: 1,897 hp (natural draft)
2,627 hp (forced draft)
Propulsion: 2-shaft horizontal triple-expansion, 2 cylindrical boilers
Speed: 14.2 knots (natural draft)
15.9 knots (forced draft)
Complement: 164 officers and enlisted
Armament: 6 × 4.7 in (120 mm) guns
8 × 6 pdr quick-firing guns
4 × machine guns
3 × 14 in (356 mm) torpedo tubes
Armour: Deck 2.5 in (64 mm)-1 in (25 mm); conning tower 2 in (51 mm)

(1900)

Displacement: 950 long tons (965 t)
Length: 195 ft (59 m)
Beam: 30 ft (9.1 m)
Draft: 11 ft 4.75 in (3.4735 m) (mean)
Propulsion: 2-shaft horizontal triple expansion engine, 535 hp (399 kW)
2-cylinder boilers
160 tons coal
Speed: 11.2 knots (20.7 km/h; 12.9 mph)
Complement: 137 officers and enlisted (1900-07), after 1907 just a small cadre of regular officers and CPOs backed by up to 200 naval militia and trainees.

Armament: Four 4" mounts and three torpedo tubes

1905 - Four 4" mounts, four 6-pounders and four .30 cal. machine guns

1911 - Four 4"/40 rapid fire mounts, four 6-pounder rapid fire mounts, two 1-pounder rapid fire mounts and added two temporary 3-pounder rapid fire mounts

Armour: Deck: 1–2.5 in (25–64 mm), scortched

Please consider joining the International Naval Research Organization (INRO), Publishers of Warship International. They are possibly one of the best sources of naval study, images, and fellowship you can find <http://www.warship.org/>

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.

EAGLEWALL 1/1200ths and Bill Gilpin.

Can I suggest that members take a look at the 'Lone Warrior' blog, it's at www.solowargamersassociation.org

Recently there were a couple of comments on Eaglewall kits, nostalgically remembered by us veterans (i.e. over 60) You'll find a comment there by Bill Gilpin of 'Clydeside' on 'After Eaglewall' It's actually addressed to me rather than the editor, but..... Bill suggests visiting a web site which he says will vanish by the middle of March, and this site is amazing. It has photographs of the Eaglewall kits and a mass of other valuable 1/1200th information. There's a book which has he says sold out, but I suspect some NWS members will have a copy. Incidentally, I didn't know Bill was still operating; didn't I once have a letter from him saying he was retiring?

Rob Morgan

You Can Wargame with Just About Anything!

A Note by Rob Morgan.

The Charity shop run by the Undergraduates on Fridays is often a source of useful items to the warlike ancient, such as I. It's not that long ago I picked up the Osprey title on 'Napoleon's Overseas Army' for a mere 50p, and last year a mass of those 1980's magazines 'War Machine' including the ones on Zeppelins and Armed Merchant Cruisers and Raiders, for not much more than a pound or two.

These however are a little different. They were in a plastic freezer bag with a dice and the five model ships, very stylized as you can tell, but clearly intended to represent Napoleonic era men o' war. If I was called upon to provide a scale, or an attempt at a scale, then maybe 1/1000th or 1/1200th might be a rough guide.

They were, as I bought them, fifty pence since you ask, assembled, three-masted and with sail suites and bowsprits. The largest, representing a 3-decker is just under 50mm long overall and stands 45mm high, the 'frigates' are about 10-12mm shorter. Three, the ones with yellow strakes in the foreground, wear Royal Navy flags, and the other two, with red sides are in the case of the Frigate, French, and the larger vessel is Spanish, as you can see from the close-up shot.





Made of dark brown polystyrene, like the old Airfix model soldiers, but a little harder, and the 'side panels' are stuck on transfers, but they are sturdy enough and capable of being used for a game- which of course I've done.

A pity there aren't more of them, and that the Royal Navy outnumbers the enemy, hardly the 'Hornblower touch'; but of course there must have been far more than five models in whatever game this little flotilla came from. At the very least, if three makes up a 'fleet' then there are two French and two Spaniards missing.

But what's the game? For many years, and I've been a naval wargamer since the 1960's, I've kept an eye open for all sorts of boxed games and sets which might have some value on the table top, and this is clearly one of them!

What I wonder was the game? It must have been a wargame, these are surely not for use in the 'Buccaneer' type of pirate and treasure game, that much is apparent. Does anyone recognise them?

Rob Morgan.

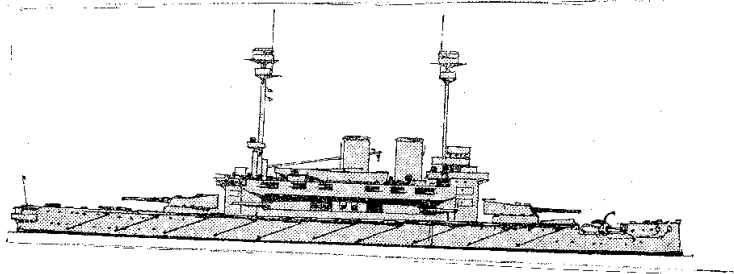
ANSWERS TO SEA QUIZ 29 (from the 1950s).

1. That was the Navy of the USA. (Slight change in ranking since).
2. Both Italian warships were destroyed by internal explosion.
3. A "Killick" was an early form of anchor.
4. The Turret of course.
5. The WWI Cruisers were (a) Powerful and Terrible; (b) the Diadem Class; (c) Drake Class and (d) the warrior Class.

SEA QUIZ 30.

Another wide ranging selection, historically speaking that is. Purists among you might be surprised to learn that in the often very particular (some might call it nit-picking) world of The Navy's Sea Quiz activists, that question 4 was actually written in those words. I checked number 2 as well, it's in the same place as it was in 1953!

1. Which 'old ironclad' was completed with four masts?
2. Where is the Chatham Chest now kept?
3. When designed how many aircraft could HMS Ark Royal operate?
4. 4. What ship did US Submarine Archer Fish sink?
5. In this drawing of HMS Agamemnon there are 8 mistakes. Find them.



Rob Morgan

'The Armada Campaign 1588' Osprey Elite Series 15.

By John Tincey, plates by Richard Hook.

This volume, then £8.99, was published first on the 400th anniversary of 'Gloriana's' victory over Spain and her allies. It's a good readable volume of course, but the shortness of it means that you do need a sound book like Michael Lewis' venerable *'The Spanish Armada'* or Garret Mattingly's *'The Defeat of the Spanish Armada'* to give a full picture, especially if you intend to wargame the campaign. As a first taste of war at sea in the 1580's its pretty good though, particularly useful are the complete fleet lists of the English and Spanish, but there's little mention of the Dutch fleet and their potential in the matter. A stronger Dutch intervention makes for a better wargame campaign. Sadly, the war at sea is much less a feature of this book than the possible war that might-have-been on land!

The book considers the defensive preparations of the English crown ashore, which were far less costly than the fleet, deals with soldiers weapons, and the Army of Flanders, and ends with the inevitable question....could the Armada have succeeded? Not in this form, but there were other possibilities, the original 40+ galleys demanded by Medina Sidonia would have ruined the English Coast, and there was always the threat of Irish rebellion, and of papist intrigue in the North of England allied to the troublesome Scots.

The plates are a delight, but are of the potentially combatant soldiery and sailors, not the ships. The many black and white illustrations and the figures in the text are all good, if in some cases already rather well known.

I do intend to return to this war in the near future. Readers will be aware of the new and charming kits from Zvezda of two or three galleons at present, maybe more will appear shortly, and the Armada campaign can be fought in almost any wargames scale from 1/3000th to 1/600th. My preference is the well manufactured and relatively inexpensive warships of 'Tumbling Dice' in 1/2400th, but a close second must be the collectors standard, and far more expensive 'Langton' range. The accompanying photographs are of a couple of ancient Airfix models of my own collection, dating back to the 1960's, the old, sturdy 'Golden Hind' and the even older 'Santa Maria'; bear in mind that I knocked these 'conversions' up when I was a teenager, though they have served



well up and down the Channel over those fifty long years! The giant cod fish having a go at the Spanish flagship's also from an Airfix kit, and just shows how much opposition there was to the attempted invasion!

Rob Morgan.

SIGNAL PAD!

An early note to let you know that the 2014 Naval Wargames Show will be held on 21/22nd June at the Explosion Museum of Naval Firepower in Gosport, Hampshire. Planning is at an early stage but I think it is safe to say that Sails of Glory will be on the agenda, as it was in 2013 :)

All welcome, we are probably having the hall left open for us on Saturday night so players attending for both days can sleep over, and its free to attend the show and the museum cafe (although you would need to pay the normal admission charge if you wanted to tour the museum itself)

Regards,
Dave Manley

Salute takes place at the London Excel centre on Saturday 12th April.

For anyone unaware of the fact, the organisers of "Colours" at Newbury Racecourse have been in contact to inform us that this year's show has been cancelled.

Simon.

(Editor's Note: Perhaps "Attack" at Devizes will benefit from the cancellation?)

Coming in April's AGB:
Book review "Royal Naval Bases 1700-1914".
An Oared Gun Vessel.
HMS ARIADNE, the unwanted.

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

NWS Events and Regional Contacts, 2014

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
