



All Guns Blazing!

Newsletter of the Naval Wargames Society

No. 235 – MAY 2014

EDITORIAL

Welcome to new Members, Chris Hill, Alan Goodearl, Andrew Toulson and Chris Barrass. I hope you have as much enjoyment from NWS Membership as I do.

Recent editions of "Battlefleet" have been of a very high standard and now Dave Manley has taken on the production. Well done to him. Keep those articles coming so that standards can be maintained. Articles for inclusion in the next edition to Dave Manley in MS Word please. Remember that many hands make light work.

Somewhere in the World the sun is over the yardarm.

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VIEW FROM THE BRIDGE

April/May 2014

New Zealand

Some more notes for travellers.

The North Island

The Navy Museum, Devonport, Auckland is well worth a visit. A short boat trip from the Auckland Ferry terminal will give a fine view of the current navy base. The museum itself is compact, laid out in historical order and engrossing throughout. A Fleet Air Arm exhibition highlights the bravery of the many Kiwis' in the FAA in WW2. It's bang up to date with Timor and Afghanistan. For me the highlight was the Maori chief's cloak given to the captain of HMS New Zealand in WW1. He wore it at Jutland, the ship suffered no casualties! The hill above the museum takes you up to Fort North Head Reserve. The view of the islands that make up the Hauraki Gulf is stunning! The fort itself is superbly preserved, with numerous information boards and even film shows of its history, from the Russian scare through to post war preservation. Back in Auckland, Mount Victoria (another DoC park) was the centre of Auckland's defences in the 1880's. Eight inch Armstrong disappearing guns were mounted on both forts. Both have superbly preserved examples. All Free!!! The War Memorial museum has two 4 inch guns from 'HMS New Zealand' plus an awesome Maori waka (war canoe). The museum is vast, the top floors being devoted to military history.

Moving North to Whangarei, there is another Dept of Conservation reserve, Bream Head, featuring the only gun battery built in this harbour in WW2. Following German Q ships and then Japan's entry into WW2, numerous gun batteries and radar stations sprang up around NZ's major ports. Whangarei is the major oil terminal, and so merited its own battery and radar station, now well preserved and overlooking the beautiful bay. Also at Bream Head is the HMNZS Puriri memorial to the mined minesweeper in 1941, the only warship to have been sunk in NZ waters.

Due South of Auckland lies the city of Hamilton, a surprising naval discovery. Miles from the sea, yet on the major Waikato River, gunboats were employed during the Maori wars. As early as 1846, five years after NZ was proclaimed a colony, it bought its first pair of gunboats, the Koheroa and Rangiriri. The remains of the latter can be seen at the Memorial Park. Further proof of gunboat wars can be seen nearby at Mercer, where the armoured turret of the Pioneer, the first vessel built for the NZ Govt, forms part of the war memorial. She was heavily involved in the third Waikato War of 1863-64. Now this would look good in 10 or 15mm!!!! The Maori waka (canoes) would be a challenge.....

South of New Plymouth, Taranaki, lays the Tawhiti Museum. There are two parts to this museum, buy tickets for both, and allow 4 hours!!!! The first part highlights the Maori Wars through to life in NZ up to the 60's. The models and life-size figures are hand made by Nigel Ogle who privately owns the museum. Superb work via scaling produces the best model displays I've ever seen. Genuine historical items back up the display. The second part of the museum is titled 'Traders and Whalers' takes you on a boat ride through a tunnel of life-size characters and scenes from NZ's maritime history in the early 1800's. Experience seeing naval cannons being used in pa's (Maori forts) to repel rival tribes, waka attacking whalers and traders. If you are fortunate enough to visit NZ, add this museum to your must do's. Google it!

The South Island.

Fort Godley Head, Christchurch. Constructed during WW2 to protect Lyttelton, this large coastal fortress originally housed three 6" guns in reinforced concrete bunkers. The site is DoC maintained, and has suffered from earthquake damage. Also in the harbour itself is the Spar Torpedo Boat Museum, housing remains of TB 168 in a powder magazine building. Built in 1883 to combat the Russian threat, it was one of four based between Auckland, Wellington, Lyttelton and Port Chalmers. Combine this with a nearby walk to the small maritime museum with a mercantile theme.

Further South is Fort Taiaroa protecting Port Chalmers (Dunedin) from the same Russian threat. Now part of an Albatross Sanctuary, the fort is in stunning condition, with the only working example of an 1886 6" disappearing gun.

Bluff (Invercargill) has an interesting maritime museum which includes amongst numerous superb models, remains of the Leander Class frigate Southland.

The Chatham Islands has the substantial remains of the Strath class minesweeper Thomas Currell, beached at Port Hutt. Surprisingly New Zealand offers more than I expected for naval historians, and I'm looking forward to spending time reading the superb books obtained. Gunboats versus waka's!

Next month: Hawaii and San Diego, California, USA.

Changes on the bridge. Dave Manley is returning as editor of Battlefleet, and I extend our grateful thanks to Jeff Chorney in Canada for his great work in producing our recent editions.

The following is an edited version of an article in “Navy News”. (Reporting from the Fleet).
<https://navynews.co.uk/>

The Royal Naval Division was formed upon the outbreak of The Great War from surplus sailors.

After inauspicious beginnings at Antwerp, the sailors-turned-soldiers fought with distinction in Gallipoli before being transferred to the Western Front in 1916, where they spent the remainder of the war.



The desolation of the Ancre battlefield, where the Royal Naval Division fought in November 1916

The division lost an average of three officers and 53 men every day in November 1916 – nearly 4,000 dead and wounded by the month’s end. The division stormed German positions at Beaucourt sur l’Ancre, where today an imposing obelisk stands in memory of the sailors’ deeds.



A half-demolished farm on the Ancre battlefield

Answers to Sea Quiz 31.

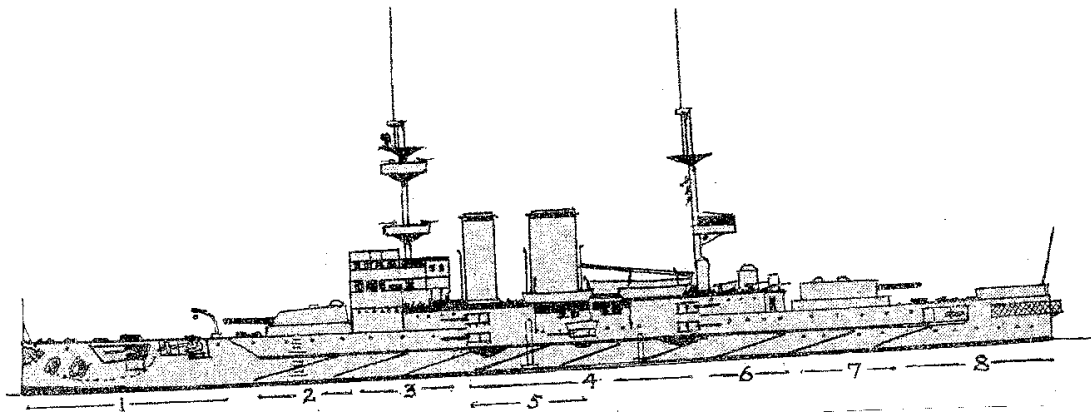
A couple of complicated questions this time, but the original compiler loved these old, and many may think, obscure Royal Navy items....

1. The largest anchor? Well in the early 1950's it had to be USS Forrestal.
2. This was one of six or seven questions relating to 'steam and sail' warships, and in this case it's a Corvette!
3. These three ships? Nelson of course.
4. The Cruiser HMS Gladiator was sunk by the US Liner St.Paul in April 1908.
5. HMS Cossack! A Cruiser in 1886, a Destroyer in 1907, and again in 1936, and lastly in 1944.

SEA QUIZ 32.

A rare appearance of Nelson in the quiz last month, and in fact Jackie Fisher appears more frequently in the originals!

1. Why did 'Hood' have turrets and the Royal Sovereigns barbettes?
2. Name three British armoured ships with 5 masts each.
3. When in the Royal Navy were capital ships first called Battleships?
4. Early destroyers ran their trials on the Maplin Mile. Where is it?
5. In this drawing there are features 1-8 of eight different Pre-Dreadnoughts. Can you identify them?



MBDA TO DEVELOP FASGW (H)/ANL, NEXT GENERATION ANGLO-FRENCH ANTI-SHIP MISSILE. (Article from Peter Colbeck.)

This new programme will lead to shared centres of excellence between both countries. MBDA welcomes the signature of the Demonstration and Manufacture contract for the FASGW(H)/ANL (Future Anti Surface Guided Weapon (Heavy)/ Anti Navire Léger) missile on

26th March 2014. This jointly funded Anglo-French contract, valued at more than £500 million (€600 million) has been awarded to MBDA by the UK DE&S (Defence Equipment & Support) on behalf of the French and UK MODs and will be managed as part of MBDA's Team Complex Weapons Portfolio. The work will complete the joint assessment and missile design work funded by the two nations in cooperation since 2009.

By working in concert and bringing together their respective strengths, Britain and France will not only achieve a more cost effective solution to their military needs, they will also help to strengthen MBDA's position in confronting worldwide competition. Similarly this will also benefit the capability and export potential of those European helicopter platforms which will integrate the FASGW(H)/ANL system over the coming years.

Antoine Bouvier, CEO of MBDA said: "This programme initiates a new era of cooperation that will allow significant efficiencies on future programmes. Instead of combining their efforts programme by programme, as has been the case up to now, France and the UK will coordinate their development and acquisition approach to eliminate duplication in the missile sector. The benefits in terms of competitiveness and performance, which MBDA has already demonstrated with its principal cooperative programmes (Aster, Storm Shadow/SCALP, Meteor), will accrue in due course to more and more of our French and UK products. A decisive step has been made towards the reinforcement and sustainability of the missile industry sector in Europe. This development also ensures a long-term commitment to our armed forces customers with regard to their security of supply based on mutual access to sovereign technologies".

FASGW(H)/ANL will equip the Royal Navy's AW159 Lynx Wildcat helicopters and the French Navy's maritime helicopters. Weighing around 100kg, this modern primarily anti-ship missile will destroy from safe stand-off ranges vessels ranging from FIAC (Fast Inshore Attack Craft), through medium sized FAC (Fast Attack Craft) up to large vessels such as Corvettes. This missile also has a surface attack capability against coastal and land targets. This joint programme will deliver an enhanced capability to replace existing and legacy systems such as the UK-developed Sea Skua and the French-developed AS15TT anti-ship missiles. It also puts into practice the new cooperative principles agreed by France and the UK during the summit meetings held between the countries' governments in November 2010, February 2012 and the Brize Norton summit on the 31st January 2014. These principles extend to the creation of Centres of Excellence common to the two countries. While optimising operational efficiency at the industrial level, this approach will also preserve the technology sovereignty of both countries.

Suitable for both blue water and cluttered littoral operations, FASGW(H)/ANL represents a major advance from a technological standpoint. This new system provides very precise effects against a wide range of threats, even in complex environments, thus satisfying a recognised and common future need. A high speed, two-way data-link communicates the images "seen" by the missile's seeker to the operator, who, in addition to initiating an autonomous engagement, can alternatively remain in control of the missile throughout the full duration of its flight.



The Navwar 1/1200th Scale ACW Blockade Runner 'MARS'.

This photograph is of the 1/1200th scale model AC64 in the range, by NAVWAR, retailing at around £1.50 nowadays, but my first 'Mars' was less than ten bob. The one-piece metal model's a little over 50mm long, and plain, with very little detail, but then it's an old model and shows its age! The 'Mars' was lost, according to the packet information when it fell captive to *USS Keystone State* on February 5th 1862 off the coast of Florida, with a cargo of salt. That's the problem...if you buy a model of a blockade runner, then it's a pretty limited 'race to Galveston' or 'hide and seek in the fog' game you can play. Blockade running's better as a map campaign I think.

However, this model has it wider uses, a lot more of them than seems apparent at first sight. If you look carefully, you'll see I've added a bridge and a ship's gun forward, making her a gunboat, again a type rather than a specific vessel. The work you see is what, thirty odd years old too.

In 1/1200th scale, there's a lot you can do to improve 'Mars'. A pole mast amidships, possibly, and a shorter mizzen aft. A couple of small centre line guns, or a flying bridge between the paddle boxes. The white 'blobs' (in this scale that's exactly what they look like on the bare metal model) are ship's boats, but you can file them off, add a gun position aft and replace with other boats behind the paddle boxes, port and starboard. The funnel can be cut right down and replaced with a thin biro tube of any length you want, around 12-15mm looks attractive.

In this way you can make a number of mid to late 19th century gunboats, all European navies had them, and so did most others for that matter. Re-worked, '*Mars*' can see service on the rivers of China- the USN kept a paddle gunboat there until the early 1900's; or on the Nile, the Amazon, in the Red Sea or around the coasts of South East Asia against Pirate junks. There's only so much you can do in 1/1200th however.

I also use this model in 1/600th scale. It works, believe me. In 1/600th she can become a small river or coastal paddle steamer. So file off the ship's boats aft, and cut down the funnel to a stump. The funnel is replaced with an 18-20mm length of biro tube super-glued on, then add a block of plasticard about ¼" square just forward of the paddle boxes, that's the bridge and deck house. Masts if you want to, a long pin in front of the new bridge and a short one behind the funnel. Add a strip of very thin plasticard for the flying bridge (or whatever they call it) between the paddle boxes.

Lastly, on the bow, near the forward hatch cement one of the 'Peter Pig' 1/600th ACW range medium ship's deck guns, and aft right over the stern, square on, one of the ship's boats on davits from the same range. Big ensign flown over the stern. That's your river paddle gunboat, by carefully choosing the funnel height, you can adjust the period, as far back as around 1830 up to almost 1900 in some parts of the world, maybe beyond that. On the East African lakes in World War One for instance! Or in the Russian Civil War, Chinese Civil War even on the Volga or the lakes in WWII. The gun will need changing if you decide on a later version, 'Tumbling Dice' make some, or you could use one from a plastic kit. She looks good painted white with a buff or black funnel.

With no deck gun, and maybe just a ship's boat, from a 1/700th plastic model, like the old 'Matchbox' stuff, or the 'Skywave' WWII sets, mastless, she can become a river tug and fits in nicely with the 'Peter Pig' and the 'Thoroughbred' ACW ships. Thoroughbred, and Bay Area Yards in the USA both make suitable loaded barges for a tow, and also steam tugs which will sit neatly alongside the up-scaled '*Mars*'. My RCW set up's a '*Mars*' two Thoroughbred armed tugs and a converted Peter Pig '*Maury*'.

She can go beyond that again, the little paddler. In the late 1860's Prussia used paddle torpedo boats, and I'm looking at a conversion into that. Two spar torpedoes frame mounted over the bows, and a light gun aft apparently. I found the reference in 'Conways 1860-1904'. The most ambitious conversion I made

was to turn her into a Soviet WWII river paddler of ancient origin. This meant a slightly larger block of plastic for the wheel-house amidships, 18mm funnel, pin mast between the two. Right at the stern a life-raft, one of the bigger 1/600ths, no ship's boat, and on the foredeck a 1/300th Soviet mg in a/a mode. It works, big flag essential though! I haven't tried a Chinese version to go with the ERM Junks in the Chinese Civil War yet, but I think that will work too.

Better than just trying to make twelve knots and get into Wilmington before the Yankee gunboat catch us, eh?

Rob Morgan

Jack Scruby's American Civil War Ships.

A Review note (of sorts) by Rob Morgan.

The first set of naval rules which made an impression on me, was the 'Jack Scruby' rules which cropped up in Don Featherstone's legendary 'Naval Wargames', back in the 1960's. Now, if you take your own well-thumbed copy (....and don't tell me you haven't got a copy of the book!) from the shelf, you'll see that Don tells his readers that Jack Scruby, of Visalia, California, could supply all the models required for wargaming the American Civil War afloat! There was a list of ten models, mouth wateringly attractive to someone who as a penurious teenager was forced to carve his ACW gunboats from balsa, with panel in funnels. The rules aren't bad either, only two pages long, enough for a decent, fairly fast game, but probably neglected these days, in favour of those more complex rule sets which run to four volumes and distinguish between the effects of fifty different calibres and models of gun, and include morale rules for sailors who come from twenty five different states.

Don also mentioned that Jack Scruby published a wargames magazine called 'Table Top Talk', but I've never encountered it in print or even reviewed anywhere in my long wargaming career (can you actually have a wargaming career?). Maybe someone else can fill in the gaps on that one.

These are among the most nostalgic items I've ever acquired. Wonderful stuff, there are ten in the range, so that's not altered in fifty years, and these days, Jack Scruby's probably long passed on, they are produced by Historifigs at PO Box 744, Portage, WI 53901, in the USA.

They are all metal, and in 1/1200th scale, waterline naturally, and they come at only two prices. A, which is \$1.25, and B which is \$2.50.....Simple, eh?

The models are as follows.....

SS1....Small Ironclad.... A

SS2...Ironclad Mortar Ship...A.

SS3... Ironclad Ship....A.

SS4... Ironclad Ram....B

SS5...Ironclad ship....B

SS6....Monitor....B

SS7...Double Turret Monitor....A

SS8....Sternwheeler....B

SS9....Sidewheeler....B.

SS10...Sidewheeler, showboat type....B.

From these descriptions which are sparse and will tell you little, it is impossible to get an impression which will impress a 21st century naval wargamer; these titles are typical of the early days, and the list on the web site gives their lengths in inches and eighths only-fine for someone brought up on a slide rule, but....!

This group of ten models is something of a mixture, and not what I expected from either Don Featherstone's distant comments, or from the wording on the site. I think it best to consider each in turn, and give a moment's thought or two to their individual uses on the table top.

SS1....this is a Confederate River Ram, she's the model in the foreground of the photo, seeing off a couple of Yankee sidewheelers. Very small and rather like either *CSS Albermarle*, or *CSS Neuse*. The model's neat, 30mm long, 10mm wide and 12mm to the top of the funnel. All the models are in one metal piece by the way, and there was absolutely no flash anywhere on them. This is one worth buying if you want to add to your Navwar, Skytrex and Langton models.

I don't know of any other range with this vessel in it. You can add detail, jack staff or ship's boat easily.

SS2... The Ironclad mortar ship's effectively SS1 without a funnel and with a big bell mortar protruding from the hull top. There isn't a place for this one anywhere in the ACW really, but it would make a beautiful Victorian era Science Fiction model, a bit of a 'secret weapon'. Think laterally on this one. The mortar reminded me of the huge Mallett Mortar on the front lawn of Fort Nelson. It's real fortress bombardment vessel this one!

SS3... This is 40mm long, 10mm wide and 12mm high, it's simply a neat casemate ram like *CSS Arkansas* and fits in well with other ranges around. It could do with a little super-detailing.

SS4... Very unusual! A narrow casemate ram of around 50mm length and not unlike *USS Dunderberg* in some ways, if you gave her masts, the funnel's well aft incidentally. It reminded me also of *CSS Charleston* which was little more than a floating battery. She could be an unbuilt Confederate?

SS5... The standard Confederate casemate, 52mm long, 10mm wide and 10mm to the funnel top. A bit like *CSS Virginia*, *CSS Atlanta* or one of the big rams destroyed on the stocks when the damned Yankees turned up. Very nicely detailed and needs little to make her battle ready.

SS6... Monitor??? Well, she is a tin can on a shingle, at 35mm long and 8mm wide, but I wondered why this rather small model was priced at B? The turret's immense, it fills the hull top. To a modern wargamer obsessed with detail and correctness it won't work. Nor will it fit in with any other ranges, and has little value for conversion. I've been thinking about 1/600th or 1/700th with this little model in front of me, but haven't come up with anything yet!

SS7... A double turreted Monitor, 50mm long, 12mm wide and 10mm to the funnel top, but this was model the only one with any flaw. The after turret is poorly finished, in a British product I'd have complained and sent it back. The model's chunky and I suppose 'generic' but if I'd bought her in the 1970's I'd have been very pleased. A certain charm of course, but no identifiable historical type in the Federal fleet.

SS8.. this sternwheeler's incredible. A sort of gunboat, 45mm long, very narrow and looks fast with a single well-raked funnel and a big stern wheel. Not for the ACW, but I like her, she has a sort of South American or even Russian look. A



fast despatch vessel, or even a lake gunboat maybe? With thought and effort, a decent warship, well worth the money.

SS9...the single funnelled side wheeler is the longest of all the models, 60mm, narrow and fast looking, she's a blockade runner, or a merchantman, and will take an extra funnel easily to make a variant. Adding masts and rigging from 1/1200th Napoleonic ships, she'll become suitable for most of the naval encounters from 1850 -1890 and even beyond.

SS10... the description as a 'showboat's misleading. This is the standard tin or cotton clad or river ram. One funnel and a hefty superstructure, she's 35mm long, 12mm wide and 10mm high. Typical ship for the Mississippi or Yazoo encounters. She fits in with any of the other available ranges, and of course can just as easily find a place on the Nile, the Yangtse, Mekong or the Amazon.

That's the models. An interesting range, and a survivor from the days when there was so little around for us naval enthusiasts. One of the best ways to use them is to play a display game with the original rules, and provide a sound introduction to naval wargames for landlubbers. Incidentally, Don Featherstone mentions a second set of 1/1200th US manufactured wargames models, these were by Joe Morschauser, they were 'Napoleonic' and had some potential further into the 1800's, included in the small range, a brig or sloop, a merchantman/frigate, a larger frigate and a three decker man'o'war. These were also available from the ubiquitous Jack Scruby of Visalia. There's no sign of these models on the Historifigs list, I looked straight away, so I wondered what happened to these warships?

Anyone know?

Rob Morgan.

"I name this Ship....."

By Rob Morgan.

Hardly scholarship, or even research this, I simply turned up a very interesting chapter in Casson's *"Ships & Seamanship in the Ancient World"* (Princeton.1917), and now out of print. As it happens, I'm just converting three of MY Navy's 15mm Nile Reed Boats into 1/300th Egyptian Exploration Vessels, something along the lines of Thor Heyerdahl's 'RA', which if Casson's right was a remarkably short choice of name! I do have a few old Egyptian New Kingdom warships in 1/600th scale, from 'Falcon' and the temptation to 're-launch' them also appealed to me, but Casson goes far beyond the shores of the Nile and Red Sea!

1. New Kingdom Egypt.

The earliest named ships are from the time of Ahmose, first ruler of the New Kingdom, in 1567 BC, and naturally many honour the god-kings who owned them, after his skills and virtues! Like these...

"Amen-hotep II Who Made Strong The Two Lands.", 'Ramses II Who Propitiates the Aton.', and 'Merenptah Beloved of Sakhmet.'

Beats simple 'RA' hollow, eh?

Maybe just a little suggestion of dynastic trouble in names like *"Amen-hotep II is Firmly Established"* and *"Aakheperure Endures"*, but you can't beat a ship name like *"Thutmose III Tramples Syria"*!

Sometimes says Casson, the Pharaoh's name's left out, and so...

"Overthrower of the Evil Ones." (I like that one!) Or *"Strong of Appearance"*. Or *'Powerful Ruler'*, though several seem to have followed the theme of *'Star of Thebes'*, *'Star in Memphis'* and *'Star in Both Lands'*, which leaves plenty of room for extending names in a wargame fleet.

I'm not so sure that I'd call a warship *'Appearing in Memphis'* though; it has certain modern overtones which might be hard to explain away to the casual observer of the ancient naval wargame!

The Pharaoh's link to the gods often crops up, *'Beloved of Amun'*, *"Ptah I is Before Him"*, *"Pacifier of The Gods of The Residence"*, *'Glittering Like the Aton'*, *"Pacifier of The Aton"*, or simply *"Pacifier"*. The gods

themselves are usually commemorated in longer names than just plain Isis, Osiris, or Re. As in *'Amun of Front of Beauty'*, *'Face of Re'*, *'The Aton'* and *"The Aton Glitters"*. Egypt itself appears in some names, *'Egypt is Born'*, and *'Life and Happiness and Health has Befallen Egypt'*. Though the second of these may be difficult to inscribe on a 1/600th scale base, and will take almost a game-move to mention.

One name, *'Amen-hotep II Appears in the Sun Boat'* struck me as a potential flagship name.

Casson does mention some ships, he talks of 'galleys' and 'boats', named after animals, *'The Cow'*, *'Bull in Nubia'* and *'The Fishes'* all three of which have a slight mercantile ring to them. He mentions just one name occurring which mentions the vessel itself, *'Ship of The North'*, which somehow seems a little out of place with the other twenty seven.

Casson gives as his source two late 19th century works, *'Rechnung aus der Ziet Setis I mit anderen Rechnungen des Neuen Reiches'* by Spiegelberg, and *'Military Rank, Title and Organisation in the New Kingdom'* by Schulman, both long out of print now, but he says the first gives a 'preliminary list' of Egyptian ship-names, and the second 'many more'.

2. The Fleet of Athens. 4th Century BC.

Well, according to Casson, the Athenian navy lists for 377-322 BC provide 'about 300 names given to galleys in the fleet'. His main source was a PhD dissertation from Leipzig in 1931, which you're not going to find on the shelves either! He says almost all of the named warships are Triremes (T), a few are Quadriremes (Q), but no attempt was made by the Athenians to differentiate between naming the standard warship and the larger one, he suggests.

He provides enough names to cater for a substantial model fleet.

'Aktis', *'Anysis'*, *'Achilleaia'*, *'Eueteria'*, *'Eucharis'*, *'Hikane'*, *'Kratousa'*, *'Paralia'*, *'Petomene'*, *'Prote'*, and *'Salpinx'* were names borne by Triremes and Quadriremes, he says, and *'Nikosa'* a Quadrireme only.

While, Casson mentions some Triremes, *'Axionike'*, *'Gnome'* and *'Asklepias'* which having outlived their usefulness as Triremes, became horse transports after conversion work.

The best known ship name *'Argo'* (it means 'swift') is male, but the Greeks gave their ships female names. A speedy despatch galley was named *'Ammonias'*. *'Artemesia'* (T), *'Aphrodisia'* (T) two names linked to

goddesses, as were '*Polias*' and '*Tauropole*' (T). While in 344 BC, the Corinthians launched a Sacred Trireme named '*The Two Goddesses*' after Demeter and Persephone. They avoided directly naming the goddesses.

Sea nymphs were popular '*Nereis*' (T), '*Thetis*' (T), and '*Amphitrite*' (T) and '*Atalante*' (T) and '*Iris*' (T); others dealt with the ships appearance, depicting brightness, speed or luster. '*Aigle*' (T), '*Phoibe*' (T) and '*Phaetousa*' (T) being examples, other human characteristics were named, '*Charis*' (T) (which means grace), '*Hebe*' (T) (youth) and '*Aglaia*' (T) (beauty). The Athenians used names not far removed from modern warships. All of the following were probably Triremes...

'Lampra', 'Chryse', 'Aktis', 'Anthousa', 'Nea', 'Parthenos', 'Theama', 'Agreousa', 'Okeia', 'Petomene', 'Amynome', 'Sobe', 'Andreia' and 'Thrasedia'.

Other names were more war-like. '*Achilleia*', '*Symmachia*', '*Aiantia*' (possibly Quadriremes?) and '*Danae*' (T), '*Alkmene*' (T) and '*Prokne*' (T), '*Hygieia*' (T) and '*Iaso*' (T). '*Dynamis*', '*Syntaxis*', '*Sosiplois*' (saving the city!). All Triremes, and the 'favoured name' of four ships in all '*Boethia*' (it means 'aid' or assistance') probably both a (T) and (Q) name.

An interesting ship-name, '*Hegemonia*' meaning leadership, may suit for a flagship. As does the more obvious '*Strategis*', 'flagship'!

Another common name (four ships in all) in the 4th century BC was '*Nike*' (Victory!) and so both a trireme and Quadrireme may carry it, and 'victory' was used to form other names, '*Nikosa*', '*Agathonike*', '*Nikephorous*' '*Aristonike*', '*Ionike*' for example used for Triremes. Casson goes to town on Athenian names, some borne for 'luck', '*Euklia*' (T), '*Eutyches*' (T), '*Eudaimonia*' (T), '*Eunomia*' (T), '*Euploia*' (T) and '*Aura*' (?). He mentions '*Apobasis*' meaning disembarkation, which could indicate a Trireme converted to a transport? Some names were appropriate, since '*Hipparche*' (Queen of the Horses) was used as a horse-transport.

While '*Demokratia*' was another favourite name, and common-four in all in the period. Apparently, it was not infrequent for the Trireme's name to be followed by that of her builder, to make identification easier! So you could have '*Aktis-Tekton*' and '*Aktis-Dryas*' as an example.

Casson provides animal names used for Triremes generally, '*Halcyon*', '*Dorkas*', '*Leiana*', '*Lykania*', '*Kentaura*', '*Hippokampe*' and some weapon names which may have been rarer, '*Aichme*' –spear.

'Lonche' lance, *'Oistos'* - dart, and *'Sphendone'* -sling. One Trireme was *'Salpinx'* (trumpet). Athens great qualities of wisdom, freedom, and justice were carried into battle by other ships, usually , but not always Triremes, *'Dikaosyne'*, *'Sophia'*, *'Mneme'*, *'Pronoia'* and there were even Triremes named *'Tragodia'*, *'Komodia'* and *'Techne'*. Not forgetting *'Olympias'*, *'Nemeas'* and *'Pompe'* after the games!

There were fast despatch galleys named *'Salaminia'*, and *'Paralia'*, and also a Trireme and later a Quadrireme named the former!
'Hellas' (T), *'Europe'* (T), *'Delias'* (T), *'Delphis'* (T), *'Krete'* (T), *'Persis'* (T) and *'Amphipolis'* (T) followed the names of Greek cities, religious sites and colonies.

No ship, Casson tells us, was named after a person, but there does appear a 'galley' (probably a Trireme) named *'Aristonike'* which he infers may have been a donation. Or a capture?

Fort Drum.

I've long tried to persuade a few of my manufacturer friends that the 'Concrete Battleship' in Manila Bay, is worth a model, but without success. However, yesterday I was meandering around the internet, looking for manufacturers of Cogs and Caravels, when I came upon this...

www.okbgrigorov.com

The site is that of a Bulgarian company, called Okbgrigorov, and they are manufacturing a 1/700th scale model of Fort Drum in resin with etched metal parts such as the masts and gun barrels. It retails at around 55 Euros, which seems a lot, and if my reading of the display's correct the model's about 78cm in length (seems very big in that scale). I also found that 'White Ensign' are importin a slightly larger model of Fort Drum, made in the USA by 'Blue Ridge'. This is in 1/350th which looks and must be huge. That retails, apparently at a rather hefty £250-ish! I think I'll wait until someone decides to make one in 1/3000th.

Rob Morgan.

May Day (s).

I was thinking about Jutland, which of course was fought on the last day of May 1916, and of course *HMS Hood* was lost in the Denmark Straits in May (25th I think). My father was at Dunkirk, which was at least in part a naval battle, and that was in May 1940. The following year the naval campaign and hefty losses off Crete began in May. A few more of them crossed my mind, and then I looked in a couple of my stalwart reference books.

Eventually I found over a dozen naval encounters in all. The Spanish defeat in Manila Bay in 1898 was at the beginning of May, and so was the Battle of Bantry Bay, which seems generally to have been a dismal failure on the part of Torrington, and was the first encounter at sea between the Royal Navy and the French for well over a century, I believe. Anson's superb victory chasing the French convoy at Finisterre was in May 1747. The ill-fated encounter at Menorca in 1756 was on May 20th; and La Hogue was in May 1692. There were, or so it seems, a few more naval battles in May during the 1600's, St.Kitts & Nevis was in 1667, and Sole Bay in 1672 of course.

The immensely important battle at Tsushima was fought towards the end of May in 1905, and the vast encounter of the Coral Sea was in May 1942. Add Jutland and that makes no fewer than three of the greatest and most decisive sea fights of the twentieth century all in May!

One or two scraps with a naval add-on also happened in May. Constantinople fell in May 1453, and that had a naval side (I've actually board-wargamed it). The siege of Malta in 1565 had a smallish naval aspect, and my friend Lyle reminds me that Corregidor surrendered in May 1942, but any naval link there's fairly dubious I think. My list is probably far from complete, but I only looked in half a dozen titles, I must have missed a few!

Rob Morgan

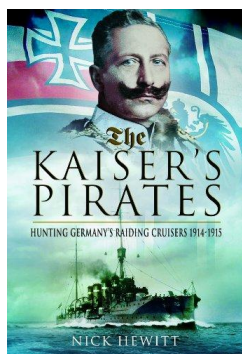
Thanks to Ken Ball for bringing this website to my notice. Very interesting. This is Part 1 and the trailer for Part 2 indicates that it will be worth a look when available.

<http://theboardgamingway.com/what-happened-to-the-hood-an-analysis>

Salute 2014 Game Report

By Simon Stokes

This year's NWS game at Salute 2014 was a participation game based on the hunt for the SMS *Königsberg* off the coast of east Africa during 1914 and 1915.



The background to the game was that the German light cruiser had started the war by conducting commerce raiding and had sunk the British protected cruiser *Pegasus*, but had sought refuge in the Mangrove swamps in the Rufiji river delta while she conducted vital maintenance on her engines. Whilst holed up in the delta her whereabouts had been discovered by the British and our game starts with a single British light cruiser patrolling off the mouth of the delta but unable to approach closer than the sand bar at the mouth of the delta. For a more detailed background to the action please refer either to the article I penned for Battlefleet Vol 30 Issue 3 or the recently published book “The Kaiser’s Pirates” by Nick Hewitt.

The game re-created the blockade and cutting out actions mounted by the British to keep *Königsberg* bottled up in the delta whilst they gathered sufficient force to go in and locate and sink her. One Player took command of the *Königsberg* the others worked together in command of the British forces.



i British biplane spots Königsberg in the delta.

The scale used for the naval vessels was 1/1200th and the models were a mixture of Navis and Figurehead. The aircraft were 1/600th scale Tumbling Dice. All were superbly painted by Rob Hutton. The scenery consisted of the terrain mat we'd used in many previous games and copious amounts of railway modeller's clump foliage, arranged into the shape of the islands in the river delta. Each tributary of the delta was marked with cards indicating the depth of the water in the channel. The Germans started the game with two cards which they placed face down within the delta, one representing the *Königsberg* the other her tender the Somali. We made a slight modification on the day by introducing a few blanks for the German player to use too.

The German player also needed to keep careful track of the amount of coal he was using, the number of crew he had available and the serviceability of the *Königsberg*'s weapons, boilers and engines.

The players took it in turns to draw just one event card each for each week. If the event required action on the table, or one or other player decided to initiate an action with the forces they then had at their disposal, the action was played

out using the combat rules. The players had 36 weeks for either the British to sink the *Königsberg* or for the *Königsberg* to make her escape.

We ran the game twice on the day. There was in fact time to have played out four games, but Salute is used by most visitors to the show as a big shopping trip, so many of those who would swing by our table satisfied themselves by asking questions about the game took a closer look at the models, a copy of the flyer we provided and then moved on to make those all important purchases.



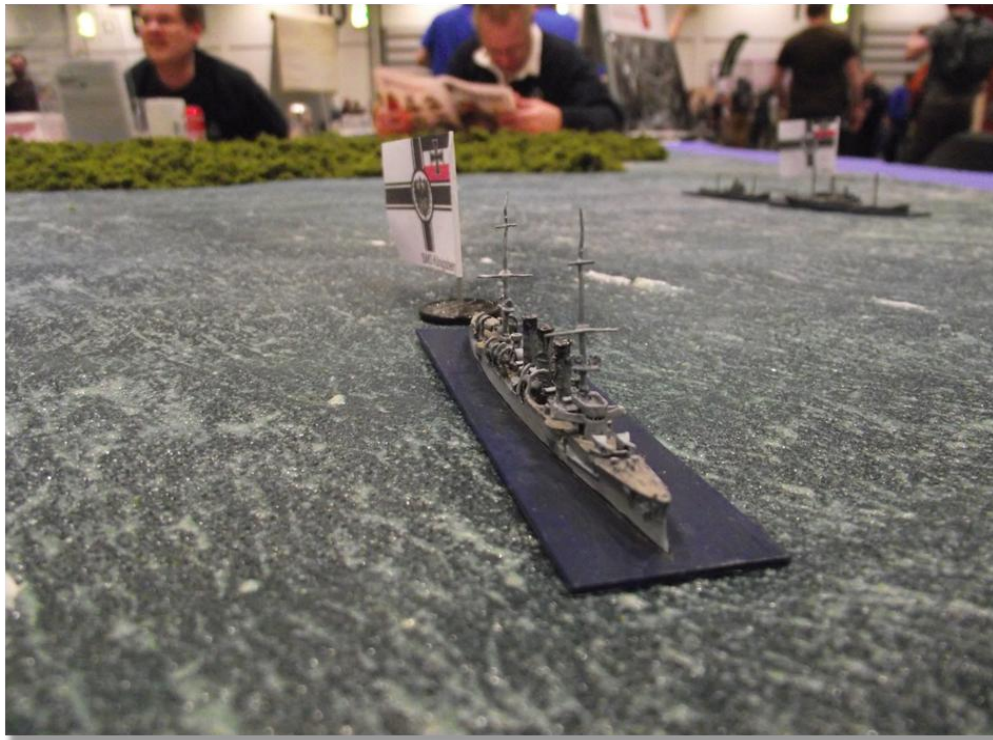
ii British light cruiser patrolling off the river delta

During the games that we did play, both times the British came out on top, but not without significant losses each time. In both games the British were reinforced with shallow draught monitors which they sent into the delta once they had located the *Königsberg* and both times at least one of the monitors was sunk by. In the first game *Königsberg* was finally hunted down and sunk by the British monitors. In the second game the *Königsberg* sank the monitors that had been sent in after her and then tried to break out past the patrolling British cruiser but was intercepted and sunk.



iii British monitor creeps its way into the delta.

Running the game this year were Rob Hutton, Drew Jarman, Dave Sharp and myself. My thanks to each of them for their help, but especially to Rob for the work he did before the show in painting the models. Regular stalwart Jeff Crane was unable to make the show this year due to ill health – get well soon Jeff! We were also visited by quite a number of society members who came along to the show and it was great to catch up and chat.



iv Königsberg makes a run for it

The plan is to bring the game along to the NWS wargames weekend in June down in Gosport, so if you're going along to the weekend why not give the game a go yourself.

Finally we were visited on the day by the beasts of war people so if you want a laugh at my stilted attempts to explain the game on camera you can visit their internet channel:

<http://www.beastsofwar.com/events/tour-part-1/>

D-Day 70th anniversary commemorations

On 6 June this year the United Kingdom, along with its friends and allies, will commemorate the 70th anniversary of the D-Day landings.



Troops of 9th Canadian Infantry Brigade disembarking with bicycles from landing craft onto Nan White beach on 6 June 1944

[Picture: Imperial War Museum A 23938]

The largest amphibious landing the world had ever seen was crucial to the allied victory in Europe in 1945 and will be commemorated on both sides of the English Channel.

In France, there will be 3 main events on 6 June. These are:

- an international ceremony, organised by the French government, on Sword Beach attended by heads of state; a number of veterans will also be invited to attend
- a United Kingdom-France service of remembrance at Bayeux Cathedral, followed by a special event at the Bayeux Commonwealth War Graves Commission Cemetery
- a service organised by the local community and the Normandy Veterans Association at Arromanches



Men of 22nd Independent Parachute Company being briefed for the invasion
[Picture: Imperial War Museum H 39089]

Veterans wishing to return to Normandy in June have been able to apply for financial support from the Big Lottery Fund, which has extended its Heroes Return 2 scheme until December 2015.



Parachutes and Horsa gliders in Normandy on D-Day
[Picture: Imperial War Museum CL 59]

Portsmouth will be the main focus of commemorative activities in the UK. Portsmouth is one of the key strategic locations along the south coast where tens of thousands of allied servicemen left for Normandy and the city council is organising an impressive line-up of events and activities, with the focus being on 5 June.

‘The Social History of English Seamen 1485-1649’

Edited by Cheryl Fury 2013. 360pp, Boydell Press.

Hm? I encountered a short note on this book, which is edited by a Canadian Professor of History, in a magazine on medieval war. The ten chapters, and I pursued and only had a brief chance to examine a review copy destined for someone

else, look at the men who made a living from the sea as merchants, pirates, smugglers, fishermen, and all four at once often enough. There are some interesting chapters, one on the seamen of the 'Mary Rose, for instance, and another on piracy in Stuart times. But on the whole the book deals with exactly what it says on the cover... 'social history'.

Yes, there are notes and comments which impinge upon the naval world, but these are on the whole secondary to a much broader social approach to less than two hundred years of history, but two hundred years which did see massive change in the role of the sea and man. Religion, health and the women left behind are dealt with, but warfare barely merits discussion except as a tangential point here and there. The Editor is a member of the '*Northern Mariner*' journal board, and I must say that the rare issues of that publication I've had opportunity to read have been all too often far from the sound of gunfire.

Not a book I'd buy. Or recommend, unless you happen to be writing a thesis on English piracy.

3/10 for this one.

Rob Morgan.

April 2014

Just a bit more on Ships' names:

This Summer, the Royal Navy's new Aircraft Carrier will be named. At 65,000 tons, the new HMS Queen Elizabeth will be the powerful surface warship ever constructed in the UK. With an expected service life of up to 50 years.



Mock up of how the new HMS QUEEN ELIZABETH will look departing HM NAVAL BASE PORTSMOUTH.

There has only been one previous HMS QUEEN ELIZABETH.

Type:	Battleship	Class:	Queen Elizabeth
Builder:	Portsmouth Dockyard Portsmouth, England	Pennant Number:	00
Ordered:	1912	Launched:	October 16, 1913
Keel Laid:	October 27, 1912	Commissioned:	January 19, 1915
Main Armament	8 x 15 inch guns capable of firing a 1,920 lb armour piercing shell 29,000 yards		
Fate:	Sold March 19th 1948 to Arnott Young and scrapped in Dalmuir, Scotland		



More than 20 ships in Britain's Navy have carried the name "Elizabeth", going all the way back to the namesake monarch and battle honours beginning with the defeat of the Spanish Armada in 1588. Only one previous warship has been named Queen Elizabeth. She proved to be one of the great names of the 20th Century Royal Navy. The class was the apotheosis of pre-World War 1 battleship design, the first oil-powered capital ships in the Royal Navy, and the first equipped with the 15inch gun, capable of hurling a shell weighing nearly one ton just short of 20 miles.

Joining the Fleet in 1915, Queen Elizabeth was sent to the Dardanelles to support the ill-fated Gallipoli campaign before being returned to the Grand Fleet at Scapa Flow. She missed the titanic clash of dreadnoughts at Jutland because she was being refitted (four of her sisters all saw action that day) but she did witness the capitulation of the German Navy.

As the flagship of the Grand Fleet in November 1918, it was here that the armistice terms were dictated, to the leaders of the High Seas Fleet, by Admiral Beatty, Britain's most famous admiral of the day. The ship spent much of the period between the wars in the Mediterranean before undergoing a massive rebuilding programme in Portsmouth on the eve of WW2. The work was finished in Rosyth to escape German bombing of the Hampshire naval base. Once the overhaul was completed, the battleship was dispatched to the Mediterranean, where she supported convoys to Malta and the evacuation of Crete. She was damaged by an Italian human torpedo in Alexandria harbour. The damage caused meant she was out of action for 18 months. When she returned to service, she was sent to the Far East to support operations off Burma, the Malay peninsula, before returning to home waters just before the war's end.

MAY 8th 2014.

A Russian aircraft carrier and a nuclear-powered battle cruiser have passed through the English Channel - escorted by a British warship. The seven-strong naval task group was led by the Admiral Kuznetsov, Russia's largest warship. Although the ships did not enter UK territorial

waters, their movements were tracked by the Royal Navy destroyer HMS Dragon - the duty fleet-ready escort vessel - which was dispatched from Portsmouth. The ships are believed to be returning to the Baltic after manoeuvres in the Mediterranean. They are headed for a naval base in Severomorsk in the north-west of Russia.



ADMIRAL KUZNETSOV, JEWEL OF THE RUSSIAN FLEET

Speed: 29 knots (33mph) **Max range:** 8,500 nautical miles **Crew:** 1,690
Weight: 43,000 tons **Length:** 305m **Launched:** 1985

Weapons:

- 8 x 30mm AK-630 anti-aircraft guns
- 8 x 9K22 Tunguska anti-air missiles
- 8 x GSh-30K six-barrel gatling guns
- 12 x P-700 Granit anti-ship missiles
- 18 x 8-cell Tor surface-to-air missile batteries
- 60 x RBU-12000 UDAV-1 anti-submarine missiles
- 14 x Sukhoi Su-33 fighter jets, capable of travelling 3,000km at Mach 2
- 4 x Sukhoi Su-25 fighter jets, capable of 750km at Mach 0.8
- 17 x Kamov Ka-27 anti-sub helicopters, with miniguns and torpedoes

HMS DRAGON, ROYAL NAVY'S HIGH-TECH NEWCOMER

Speed: 29 knots (33mph) **Max range:** 7,000 nautical miles **Crew:** 190
Weight: 8,000 tons **Length:** 152m **Launched:** 2008

Weapons:

- 2 x 30mm Oerlikon anti-aircraft guns
- 48 x Aster 15/30 anti-air missiles
- 8 x Harpoon anti-ship missiles
- 1 x 4.5inch Mark 8 general use naval gun
- 2 x Phalanx anti-missile guns
- 6 x General use machine guns
- 4 x Westland Lynx multi-purpose helicopters
- 1 x Westland Merlin transport/anti-submarine helicopter

“Forces of the Hanseatic League... 13th to 15th Centuries”

Osprey Men-at-Arms 494.

David Nicolle. Illustrated by G & S Embleton.

The last Osprey I waited for with any anticipation was the volume on Confederate submersibles, and this new title has not disappointed me. The Hanse, that omnipresent, complex and frequently misunderstood naval power in late medieval Europe has long deserved this consideration.

It's far from being purely a 'naval' volume of course, the short, standard 48 pages deal with a wide range of matters of war in relation to this unusual structure. Nicolle, always competent, considers the historical background, and rapid evolution of what became a massive organisation, wielding influence and power from the Arctic to Africa, though the main Hanseatic sea routes were in the Baltic, North Atlantic and North Sea of course. There's a valuable chronological table at the start of the text. A third of the book deals with land warfare, weapons and sieges, including gunpowder weapons which the prosperous Hanseatic League speedily embraced and employed. There is something worthwhile in these pages for the naval wargamer of course, but the exploration of maritime warfare is the crucial part.

Many reading this will say, that the 'Osprey's' handling of the many and lengthy and frequently bitter naval campaigns, against competitors, rivals and more especially pirates (even all three rolled into one fleet!) is too short, and it is. How can it be otherwise in a mere 48 pages? What Nicolle manages to do, and exceedingly well, is bring the Hanse to a much wider audience, and I suspect interest medieval land wargamers in naval matters. He considers the important, and often overlooked role of the Hanseatic cities in ship design and development, from the basic open hulls of the late Viking era, to the Cogs and Hulks, a tale repeated elsewhere, but neatly dealt with here. The Hanse of course created the concept of the armed merchant cruiser, and actually stipulated by decree the weapons and Hanseatic League vessel must carry on voyage.

Nicolle examines the complexities of fleet command and of convoys, dealing with outstanding commanders such as Simon of Utrecht, who captured Stertebeker; deals with the role and use of seamen and soldiers including mercenaries, of which there were many, and then moves on to deal with sea

battles and the problems of handling a fleet in action. He dips, fleetingly, into some actions like the 1143AD fight between the English and Hanse ships off Belle Isle. His mention of riverine operations is very short, and centres on the well known 1474 AD Rhine fight between Burgundy and the Hanse, which involved an incendiary ship.

The book ends with the fifteenth century problems of the Hanse. Piracy and privateering, the internal and external conflicts, virtually impossible to avoid in such a large structure. There were wars with Castile and with England; the problem of short-lived, but highly troublesome Burgundy. The Hanse of course was involved in the Wars of the Roses, purely for financial reasons rather than dynastic, and Nicolle rather than tracing the steady decline of the business on land and at sea, ends with Ivan the Great's 1494 expulsion of the Hanse from Novgorod and all Russia. As good a point as any to end on.

The plates are mainly sea-linked, with 'marines' and sea-soldiers and shipmen forming the subjects. Only one plate 'D' deals with 'Ships & Flags', providing four examples of Hanse vessels and eleven emblems, mainly the well known red and white variants and designs, though Riga was a white Maltese cross on a black field. He portrays four vessels, the '*Early Kogge*', '*Kogge*', '*Holke*' and '*Kraweel*', all better known of course in the English form of the terms! The first of these can I think be represented on the table top in 'war' format by the new 1/600th 'Peter Pig' Norse vessel, with very little work on the hull. While the second, the 'Cog', clearly a trader here, might be created from one of the several manufacturers models, simply with the forecastle removed- a feature frequently found if only for variety, in many model fleets. The third 'Hulk', looks like the Navwar Cog, though of course size varied significantly, the Danzig Hulk of the late 1400's was big. The last ship the 'caravel' type, is three masted, I made a number of these many years back from the old Airfix 'Santa Maria', the small one not the larger one still on sale! There is a proble, at least for me, in the depiction of these ships. Their provision on the wargames table, with a little thought and effort is not hard, but their appearance is so *drab!!!* A little colour on the hulls, and we know that Medieval ships were often painted, and an emblem on the sail, along with the compulsory Hanse streamer from the mast head might do much to impress the non-naval reader. My hanse fleets have painted sails, or at least small city emblems, my Hamburg ships have red sails, my Lubeckers are white over red, and my Rostock and Wismar vessels are

banded red and white. Streamers and shields abound. Nicolle gives ample examples of shield and pavise designs and emblems in the other plates.

Medieval warfare on land was colourful, and I've always held, as Tom Coveney did, though it might be criticised, that war at sea was no less vivid. Why would it not be?

The book ends with a page of 'Further Reading', which is broadly general, the superb Brill title on *'Amphibious Warfare in the Baltic'* by Sicking included, but also includes an article I highly recommend. I read it twenty five years ago, and it sticks in my memory. Bjork's *'Piracy in the Baltic 1375-1398'* ('SPECULUM' 18 pp 39-67- 1943) is well worth examining by any medieval naval wargamer. Sadly he misses out on another useful title Marcus' 1980's work *'The Conquest of the North Atlantic'* a magnificent book, which one academic reviewer called 'the First Cod War'. And it was!

9/10. Worth buying.

Rob Morgan.

SIGNAL PAD!

Naval Wargames Weekend, 2014

The Naval Wargames Society and the Explosion Museum of Naval Firepower are holding the fourth weekend of naval wargaming at the museum in Gosport over the weekend of June 21st and 22nd 2014. The emphasis of the event is on games and getting together, and a high standard has been set in previous years. Volunteers run games at the event. Plenty of space and tables are available and there should be room for upwards of ten tables available of varying sizes. Space is available in the museum grounds for camping over the weekend.

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, with a few participation games so that members of the public can join in too.

The Annual General Meeting of the Naval Wargames Society will be held on Saturday late afternoon at the Explosion Museum. Previous experience leads me to say that it should not be too long or arduous. It is your chance to have your say on any matter.

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

Coming in June's All Guns Blazing:
Modern Soviet AGIs in 1/1200th scale; Ticonderoga Class cruisers; the Christmas Convoy 1811;
Ekranoplan; the Last Ride of the Yamato; Archer and her pink sister ship. Phew! Will there be room for a
game report on "Mers-el-Kebir?" Possibly not.

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
