



All Guns Blazing!

Newsletter of the Naval Wargames Society
No. 241 – NOVEMBER 2014



Poppies have been added each day to the moat of The Tower of London from 1st August to Remembrance Day. These photographs were taken in September.



Albert Willis, a Chelsea Pensioner, Beefeater Paul Cunliffe, and Captain Joe Robinson, an officer in the Grenadier Guards, paid their respects to the fallen of the First World War at the extraordinary artwork.

The artwork, Blood Swept Lands and Seas of Red, was created to mark the centenary of the start of the Great War. It will eventually include 888,246 ceramic poppies to represent all British or colonial military fatalities of the conflict.

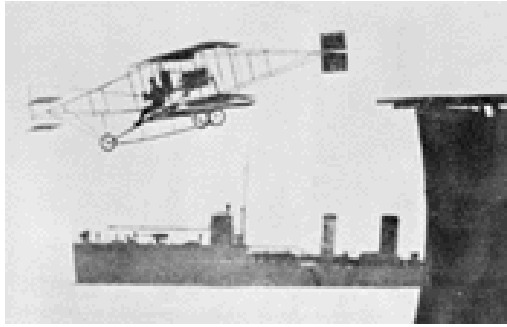
It is being created in the moat at the Tower of London and some proceeds from the sale of poppies will go to charity.



Dating back to the 17th Century, the Chelsea Pensioners - famous for their red tunic - are members of the retirement and nursing home for former members of the British Army at the Royal Hospital Chelsea, south west London. Beefeaters – or Yeomen Warders of Her Majesty's Royal Palace and Fortress the Tower of London, to give them their correct title – are former Army personnel who are the ceremonial guardians of the fortress-turned-tourist attraction. The Grenadier Guards, which date back to 1656, is the most senior regiment of the British infantry. It has a proud history fighting in warzones and guarding the Royal Palaces.

Taken from the viewing floor at the top of The Shard, this photo (with maximum zoom) gives a Stuka pilot's view of HMS BELFAST.





Nov. 14, 1910 - Twenty-four-year-old Eugene B. Ely, a civilian barnstormer, became the first pilot to fly off a ship. The takeoff of his Curtiss pusher biplane was made possible from a wooden platform erected over the bow of the cruiser *USS Birmingham* (CL 2) at Hampton Roads, Va.

Thanks to Jeff crane for bringing this article from [laststandonzombieisland](#) to my attention.
The Kaiser's Far Eastern leviathans

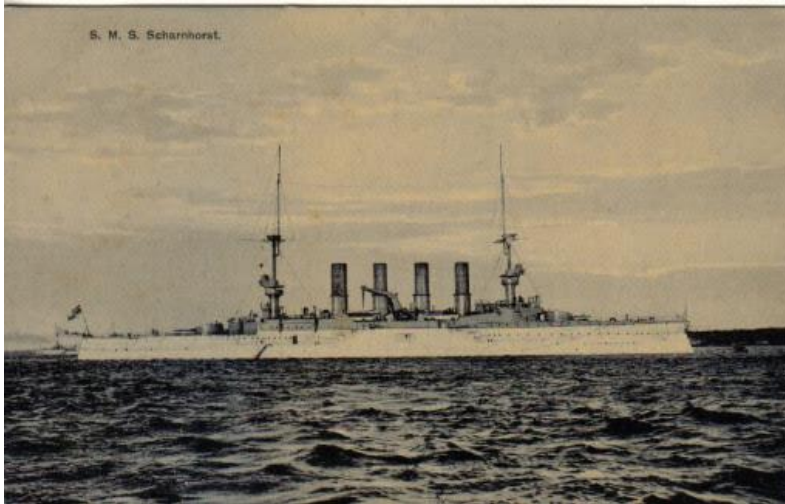


Scharnhorst, 1907.

Here we see the armoured cruiser *SMS Scharnhorst* of the *Kaiserliche Marine*, the Imperial German Navy. The huge cruiser, along with her only sister ship, *SMS Gneisenau*, was Kaiser Wilhelm II's muscle in the Pacific Ocean for their brief existence.

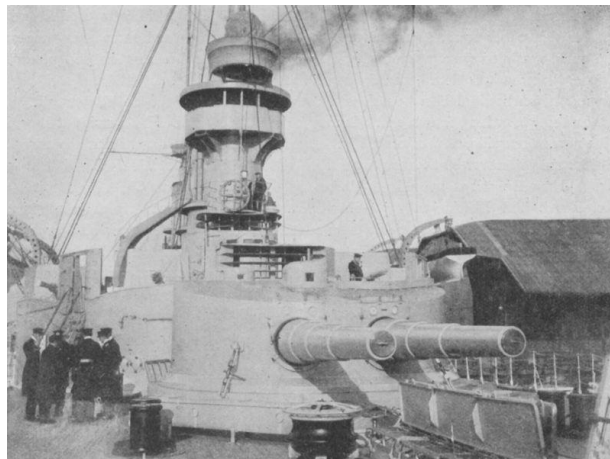
When old Willy picked up the concession (in a lease like the Brits did with Hong Kong) from the old Manchu Chinese government at Tsingtao (Qingdao, pronounced "Ching-dow") in 1898, he added that Chinese port to a growing list of islands he bought from Spain after the Spanish American War (they weren't using them anymore) as well as the new colony of German New Guinea. What's a list of oddball far-flung colonies without a fleet to protect them though, right? This meant an upgrade to the small German East Asia Squadron (*Ostasiengeschwader*) from a handful of rusty gunboats and obsolete cruisers to something more dramatic.

With the Russians and Japanese mixing it up right on the German Far East's door in 1904, the Kaiser pushed for a pair of very large, very well-equipped armoured cruisers to be the core of a new Teutonic blue-water fleet in the Pacific. As the Grand Admiral of the *Kaiserliche Marine* was none other than Alfred von Tirpitz, former commander of the run-down East Asia Squadron, the Kaiser found easy support. This led to the *Scharnhorst*-class.



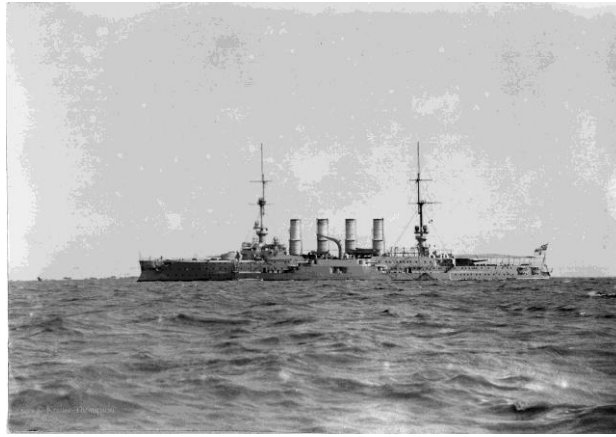
Scharnhorst and her sister were very distinctive in profile with their four large funnels and two masts fore and aft.

These ships were huge, comparable to pre-Dreadnought style battleships only with less armour (remember that later). At nearly 13,000-tons and over 474-feet long, they commanded respect when they sailed into a foreign port in the Pacific--, which was the point. Able to steam at 22-knots, they could outpace older battleships while up to 7-inches of armour protected them from smaller vessels. An impressive main battery of eight 8.3-inch (210 mm) guns, backed up by a further two dozen 5.9 and 3.5-inch guns gave her both the firepower of a heavy cruiser and a light cruiser all in one hull. In short, these ships were built to tie down British and French battleships in the Pacific in the event of a coming war-- keeping them away from the all-important Atlantic.



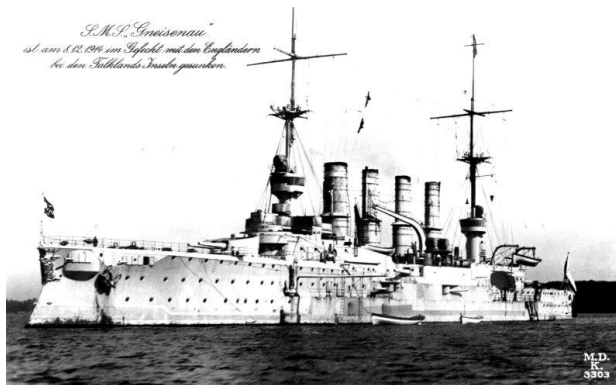
The two cruisers each had two double turrets and four single mounts, each with stout Krupp-made 8.3-inch / 210 mm guns

The crews of these ships were blessed with a fire control centre and artillery pieces that worked better than hoped, as evidenced by the fact that between 1909 and 1914, these two cruisers consistently won the Kaiser's Cup naval gunnery contests, often coming in first and second place when stacked up against the rest of the fleet.



The German Armoured cruiser Gneisenau. Date unknown.

Scharnhorst was laid down in 1905 at the Blohm and Voss shipyard in Hamburg, while her sister *Gneisenau* was simultaneously being built at AG Weser dockyard in Bremen. Germany, being short of naval heroes, named these two ships after a pair of Prussian generals during the Napoleonic Wars. *Scharnhorst* was completed first and sent to Tsingtao, where her 750+ crew made a big splash on the local scene. *Gneisenau* followed within a year.



The two white-hulled cruisers, among the largest warships of any nation in the world's largest Ocean, were joined by an ever-increasing cast of small and fast light cruisers (*SMS Dresden*, *SMS Emden*, *SMS Leipzig*, and *SMS Nürnberg*) until the Kaiser had a half dozen new ships to protect his little slice of Germany in Asia. The commander of the force, Vice Admiral Maximilian, Reichsgraf von Spee, chose *Scharnhorst* for his flag. A wily veteran with over 30-years of colonial service under his feet, Von Spee was the perfect commander for what was coming next.



Scharnhorst

When World War One broke open in August 1914, the ships of the East Asia Squadron were spread around the Pacific at their pre-war stations. Von Spee wisely left Tsingtao, just ahead of a large Japanese force that would place the concession under siege with a preordained outcome.

Bringing his forces together in the Northern Marianas islands (then a German colony, now a U.S. territory, after capture from the Japanese in WWII, what a story!), Spee detached the fast ship *Emden* to meet her fate as an independent raider, while taking his five remaining cruisers to a place the British and French fleets that were hunting him never imagined-- the South American coast

After just missing a British fleet at Samoa, and bombarding the French at Tahiti (where the *Scharnhorst* and *Gneisenau* sank the French gunboat *Zélée* and the captured freighter *Walküre* in a very one-sided battle that was more of a waste of ammunition than anything else was), Von Spee made for Chile in the hopes of catching British shipping headed to and from the Atlantic.

What he found was a force of four cruisers led by British Rear Adm. Sir Christopher Craddock.

On All Saints Day 1914, now coming up on its 100th anniversary, Craddock and Von Spee fought it out. While it would seem that four British cruisers, with a navy of long traditions in coming out on top in ship-to-ship engagements at sea, would best the five German cruisers, it would only seem that way.

By large matter of the *Scharnhorst* and *Gneisenau*'s enormous advantage in gunnery skills and armour/armament, the Germans smashed Craddock's fleet at what is now known as the Battle of Coronel off the coast of Chile. It was simply a case of who had more large guns. The Germans had sixteen 8.3-inch guns against just two British 9.2-inchers. The engagement ended with the deaths of some 1500 British sailors, and the cruisers *HMS Good Hope* and *HMS Monmouth* at the bottom of the ocean. The Germans sailed away largely unscathed.



Sinking of the HMS Good Hope.

The 14,388-ton Drake-class armoured cruiser was formidable when designed in the 1890s, but she only had two breech-loading 9.2-inch Mk 10 guns that could be used in the battle. Scharnhorst and Gneisenau gave her no chance.

Von Spee then rounded the bottom of South America and made for the British crown colony of the Falkland Islands, then an important coaling station and stop-over point for Cape-bound ships. His ships low on coal, low on ammunition, and starting their fourth month on the run, were surprised when they met Vice Adm. Doveton Sturdee's strong force that consisted of two new 20,000-ton *HMS Invincible* class battle-cruisers, backed up by five smaller cruisers and the old battleship *HMS Canopus* on December 8, 1914. In a direct mirror image of the Battle of Coronel, Von Spee was doomed.



Battle of the Falkland Islands, 1914 by British Artist William Lionel Wyllie, showing Scharnhorst slipping below the waves as Gneisenau battles on

Gneisenau's life would only be scant minutes longer. Her engines barely able to break 16-knots against the *Invincible* and *Inflexible's* 25, they soon caught up to her and at 17:50, out of ammunition and dead in the water, the mighty cruiser joined her sister in the depths. While a few of her crew were picked up by the British Battle Cruisers, over 600 perished.



HMS Inflexible picking up German sailors from Gneisenau after the battle

Later the same day the Royal Navy caught up to *Nurnberg* and *Leipzig*, completing a near hat trick of destroying the German East Asia Squadron in a single day. *Dresden*, out of coal and ammunition, scuttled herself in Chilean waters in March 1915, while her intelligence officer, a young Lt. Canaris, later to lead the Abwehr in WWII, managed to escape destruction with her.

The Royal Navy had avenged the shame of Coronel. However, *Scharnhorst* and *Gneisenau* would in turn be avenged at Jutland in 1916 when accurate large calibre shells of the German High Seas Fleet sent *HMS Invincible* to Valhalla while *Inflexible*, whose crew watched their sister ship vaporize, only narrowly avoided a salvo of torpedoes.

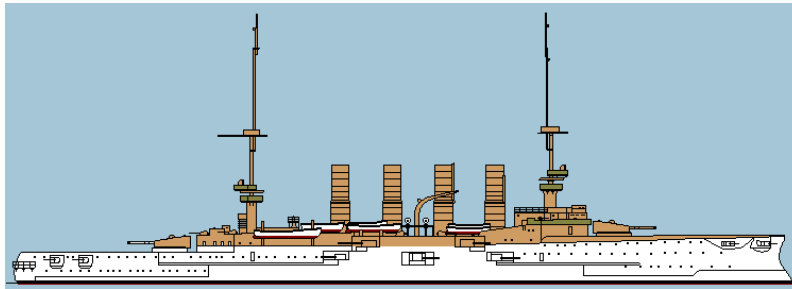
Scharnhorst's battle flag was recovered; legend has it from a waterproof shell tube tied to the leg of a German bosun's mate, and returned to Germany where it disappeared in 1945. Likely, it is hanging on a wall in Russia somewhere.

To the ships lost at Coronel, [there is a memorial run by the British.](#)

As far as a memorial to these, two armoured cruisers, *Scharnhorst* and *Gneisenau* were remembered in a pair of later German Battle Cruisers who, as fate would have it, were destroyed by the British in another World War. Von Spee himself, who not only lost his life at the Battle of the Falklands but those of his two sons, was memorialized in a pocket battleship that carried his name, before being the only German capital ship to be sunk in South America in another strange twist of fate.

As a side note, the Germans set up a brewery in Tsingtao, in part to provide good beer for the fleet still stands and is well known and even loved today as the best German beer in China. So if you ever run across one, pour out the first sip for Adm. Maximillian Von Spee and the 2200 sailors of the German East Asian Squadron that never saw their homeland again.

Specs:



Displacement: 12,985 t (12,780 long tons; 14,314 short tons)

Length: 144.6 m (474 ft.)

Beam: 21.6 m (71 ft.)

Draft: 8.37 m (27.5 ft.)

Propulsion:

18 Schulz Thornycroft Boilers

3 shaft triple expansion engines

27,759 ihp (trials)

Speed: 23.6 knots (44 km/h)

Range:

5,000 nmi (9,300 km; 5,800 mi) at 10 kt (19 km/h; 12 mph)

2,200 nmi (4,100 km; 2,500 mi) at 20 kt (37 km/h; 23 mph)

Crew: 38 officers, 726 enlisted men

Armament:

8 × 8.2 in (21 cm) (2 × 2, 4 × 1)

6 × 5.9 in (15 cm) (6 × 1)

18 × 3.45 in (8.8 cm) (18 × 1)

4 × 17.7 in (45 cm) torpedo tubes

Armour:

Belt: 6 in (15 cm)

Turrets: 7 in (18 cm)

Deck: 1.5 in (3.8 cm)–2.5 in (6.4 cm)

If you liked this article, 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.



The first steel has been cut for the first of 3 new Royal Navy offshore patrol vessels (OPVs) at a ceremony in Glasgow. The vessels, which will be used by the Royal Navy to undertake various tasks in support of UK interests both at home and abroad, will be built at BAE Systems' shipyards under a £348 million contract that has protected more than 800 Scottish jobs.

Featuring a redesigned flight deck to operate the latest Merlin helicopters as well as increased storage and accommodation facilities, the OPVs build on the proven capability of the Royal Navy's current River Class vessels. The first of the new OPVs will be named HMS Forth and is expected to be handed over to the Royal Navy in 2017. The second will be named HMS Medway and the third HMS Trent.

Rob brought an article from The Times to my notice. Aircraft carriers – are they worth it? HMS QUEEN ELIZABETH got a mention as did the USS GERALD R FORD, the first of a new class of carrier which will cost \$13 billion (£8 Billion) plus. The article asks if they are status symbols and too valuable to risk against the ballistic anti-ship missile.

The following article by Rob Morgan was published originally in the Society of Twentieth Century Wargamers Journal.

Coming Soon.....?

The 'Sun-Yat-Sen': A Chinese Aircraft Carrier Class?

A Note by Rob Morgan.

Remarkably few fleets have ever built true aircraft carriers. Britain, Japan, the USA, France and the USSR obviously, with smaller attempts by Nazi Germany and Italy during WWII. The 'second-hand' option is an easier and much cheaper route to naval air power, and one taken by India, Australia, Brazil and Argentina in

particular, since WWII. Carrier ownership not only provides not only the distant ability to defend territory and interests, but of course it confers status as a regional, if not a global naval power.

A Carrier = Sea Power. As much today as in 1945.

As far as the Pacific is concerned, the appearance by any other than an American carrier is a rarity indeed, but perhaps that's going to change, and fairly soon. Sources such as the '*Korean Journal of Defense Analysis*', '*Janes' Defence Weekly* and '*Intelligence Review*' along with a mass of regional naval, security and intelligence publications are obsessed with one naval warfare topic above all; there have been a over a hundred articles on the subject in the past 3-4 years.

When, and it is when rather than if, China's 'People's Liberation Army-Navy' PLAN, will acquire the aircraft carrier which will project the enormous economic power of China into the blue waters of the Pacific, where it will undoubtedly confront and challenge the US Navy's Carrier Group, the hitherto dominant force at sea, and have an enormous impact on East Asian and Pacific Rim stability.

PLAN bought the incomplete Soviet carrier '*Varyag*' from Ukraine in 1998, and conjecture as to its use has fuelled the minds of naval commentators since then. One possibility debated in the following years was that '*Varyag*' would be completed using Russian assistance and parts from the '*Minsk*' scrapped in 1998, and '*Kiev*' scrapped in 2000, and that accompanied by the larger units of the PLAN would form a 'Task Force' or carrier Group to undertake blue water exercises in the South China sea, and beyond, in support of claims to the Spratly Island group. Even that such an *ad hoc* collection of warships might undertake a goodwill tour of selected Pacific Rim and Asian ports. It hasn't happened, of course, but detractors from the idea might do well to recall the effect on European and other Admiralties of the US Navy's 'Great White Fleet' voyage of 1902. A feat which the PLAN imitated, in part, with its 2002 circumnavigation of the globe, probably the most significant Chinese event at sea since the days of Cheng Ho.

One of the most recent articles on the fate of the '*Varyag*' described its status as 'shrouded in mystery', it is reported as having no engines, rudders or weaponry by Taiwanese sources, but will China develop a carrier? The internal arguments split in two; the 'green water' Revolution in Military Affairs (RMA) group which wants to strengthen its already immensely powerful coastal forces, and regard aircraft carriers as 'floating coffins', which is probably not a wholly defensible stance since the last carrier sunk in combat was the IJN's '*Amagi*' in July 1945. Though the Japanese experience at the hands of the Allied navies, losing twenty out of a total of twenty six excellent carriers, might well be a source of influence upon the RMA! Admiral Liu's 'blue water' school however, strongly desires an Aircraft Carrier to project naval power as soon as possible, and China is the only permanent member of the UN Security Council never to have deployed an aircraft carrier.

The whole debate may just be academic at this stage, since the PLAN may be as much as ten years from being able to deploy and maintain a carrier, and its battle group. Maybe more, since the Chinese don't possess, despite Russian help, the technology to create an indigenous carrier, and its support and survival systems. Chinese yards are, however, capable of building a 100,000 ton hull. Using espionage the PLAN is beginning to acquire some of the technology, and from the US!

Ten years is nothing, a mere grain of sand, in the long game which China plays, and some of the US carriers are ageing fast. The Chinese long game dates back to the relationship between Admiral Liu and Admiral Gorshkov in the 50's, and it's a fair bet that the Chinese will follow Sergiy Gorshkov's route to a deep water fleet capable of challenging control of the Pacific. The road to that began in 1985, when China bought the old '*Majestic*' class '*HMAS Melbourne*' for 'scrap' keeping the flight deck intact for pilot training! At present the Chinese cannot confidently secure more than about 900 km from the mainland, and the heart of the South China Sea is over 1,500 km away, and the vital straits of Malacca even further again. China is a net importer of oil, 80% of which travels this route, and of course the Indians, seen as a threat, bought the last of the '*Kiev*' Class carriers from Russia a few years ago, and have 'Harrier' jump-jets. Not to mention the fact that with a carrier group at sea, defending Taiwan from a two directional attack would be slightly more

problematic for the Taiwanese, and it's the Taiwan conflict scenario, with it's US 'carrier card' option which sits clear in the sights of the PLAN, as it does in Washington.

One carrier and its battle group would be enough, even in a limited deployment, to alter US, Japanese, Thai and other perceptions, but not enough to alter the balance in war terms. US doctrine, well known to all naval enthusiasts is 'three for one'. Three carriers built, one on active deployment, one in training and the third in refit. It works. One or two sources deduce that if China began a carrier, Japan would have to respond, and respond with at least the historical perspective of carrier use to draw upon. Other Pacific nations would have to respond if a Chinese carrier was launched. Perhaps, as one commentator suggested Taiwan, or Japan, or South Korea might suddenly find itself the proud owner of a formerly 'moth-balled' US flat-top? South Korea launched a 'light' carrier in 2005, the '*Dokdo*', and this was seen by the Chinese as another potential threat to its northern coasts and interests. A modern carrier's an offensive military platform, nothing else, so the prospect of two or three Asian states with carriers would be a nightmare. India's carriers have long ensured regional dominance of the Indian Ocean, what might others do?

China, continuing to grow and prosper as it does, will as Admiral Liu's school suggests, at some stage have to have a carrier fleet, no doubt of that at all. Western naval analysts probably know as little of the Chinese intent now, as they did of the Japanese in the 1920's. This subject is becoming far more than a 'what-if' just for naval and air wargamers.

I recommend an article in '*Korean Journal of Defense Analysis*' Vol XVIII, #1, spring 2006. ISSN:1016-3271' as a fascinating source of information, references and technical detail as you wish to find. It's entitled 'Dying with Eyes Open or Closed', by Andrew Diamond, pages 35-59. Diamond's final conclusions are not exactly oriented to naval or military policies, and he may be very wrong. It's probably when-not if-the PLAN's '*Sun-Yat-Sen*' slips into the waters of the Pacific.

Here's a review by Drew Jarman of Mal Wright's book.

British and Commonwealth Camouflage of WWII by Malcolm Wright
Seaforth Publishing ISBN 978 1 84832 205 9 2014

I first heard of Mal Wright over 30 years ago when I joined the Naval Wargames Society. To say Mal is a fountain of knowledge is an understatement, from his personal collection of reference books and hundreds of hours spent interviewing veterans and noting down their memories he managed to accumulate an almost unique library of information. Being a wargamer himself he often commented about the poor information available to other gamers when doing research so decided to put pen and paint to paper and put down into a single set of books what aims to become the go to single reference source for British camouflage patterns on ships used during WW2 by the Royal Naval and its allied Imperial and Commonwealth Fleets.

The first volume covers the Destroyers, Frigates, Escorts and other minor vessels mainly used on convoy and coastal duties. The book contains around 160 pages in A4 Landscape format arranged into 14 chapters each of which concentrates on a particular class of vessel. There is a fairly comprehensive bibliography and page 12 contains the Naval Standard Paint Scheme Colour Chart. Each colour has its Official Description and due to limitations of modern printing techniques must be taken as representative of the colours as the original paints are mostly no longer available and will have faded and weathered in the intervening 60-70 years.

The introduction goes into the history of the Royal Naval camouflage designs and how they evolved up to the end of the war.

There are 740 full colour illustrations covering almost all the vessels you could want to find, each class has at least one deck view unless there were major variations in layout which are made clear by additional deck views. The drawings are clear and done in such a way that the wargamer or modeller should be able to reproduce the camouflage scheme quite easily in any scale. The book only shows the starboard side because

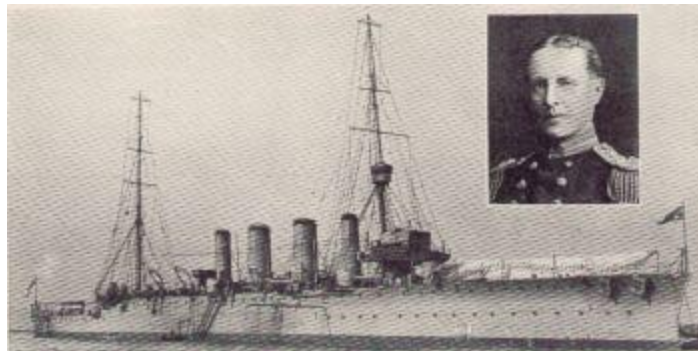
as Mal points out for some reason this tended to be the side most ships were photographed from and that most standard camouflage scheme patterns were designed to be the same on both sides of the ship. There were some exceptions to this instruction and Mal makes it clear that a lot of his research involved looking at black and white photographs and comparing the patterns carried along with the Admiralty Instructions to come up with what can only be reasonably presumed to be the scheme the ship was painted in at the time of the photograph.

There is a full index of ships names to enable you to find a particular vessel without the need to flick through the book.

I have seen part of the next volume in this series which will cover the larger ships of the Royal Navy such as Battleships, Aircraft Carriers and Cruisers and am looking forward with anticipation to this being published.

All in all I cannot recommend this book highly enough for the wargamer and model maker as the primary source for WW2 British and their allied ships.

Drew Jarman
London Oct 2014



HMAS Sydney which destroyed the German Light Cruiser Emden. Captain John C T Glossop.

"Yesterday morning (November 9th) news was received that the Emden, which had been completely lost after her action with the Jemtchug, had arrived at Keeling Cocos Island and landed an armed party to destroy the wireless station and cut the cable. Here she was caught and forced to fight by HMAS Sydney (Captain John C T Glossop). A sharp action took place, in which the Sydney suffered a loss of three killed and fifteen wounded. The Emden was driven ashore and burnt. Her losses in personnel are reported as very heavy. All possible assistance is being given to the survivors by various ships which have been dispatched to the scene.

Taken from Army & Navy Illustrated paper in 1914.

The above is copied from the Battleships-Cruisers.co.uk website. A very interesting site well worth a look for anyone interested in naval history.

A Soviet Armoured Boat by ZVEZDA.

This is a new model from the Russian company ZVEZDA, a Red Army No.1125 armoured boat, ideal for riverine warfare. Priced at £2.99 it comes in nine dark khaki pieces, and offers two alternative models- an early war version and one for later in the war. The 'Mod. 194' has a T28 turret with two heavy mg turrets one on the armoured wheelhouse, the second aft. The other version, described as 'Mod. 1942' has an early T76 turret, a single mg turret and a small 'Katyusha' rocket frame mounted aft. It's possible to 'mix n' match' of course, as I think was often done in action, with the T28 turret and an up-gunned or 'up-rocketed' Mod. 1941, or maybe a Mod 42 with the two mg turrets. I have a suspicion they were from time to time used for minesweeping? I may be wrong on that point though!

I tend to run a mile from anything described on the box art as a 'snap kit, no glue required', but this is standard assembly, using cement naturally, but you must cut away the lug at the base of the hull. Though the hull has something of a full hull look about it, don't bother to use the sea-base, it's very specific for the ZVEZDA tactical game system, attractive but rather large. The boat model's 65mm long overall, when assembled and the scale stated is 1/350th.

It will just about fit in with the superb and rugged Heroics and Ros (formerly Skytrex of happier times) 1/300th scale model NLC 71, Russian 1125 Gunboat, though the hull is about 8mm shorter in fact. NLC 71 is in two parts, the hull and the gun turret, making alternatives easy enough.



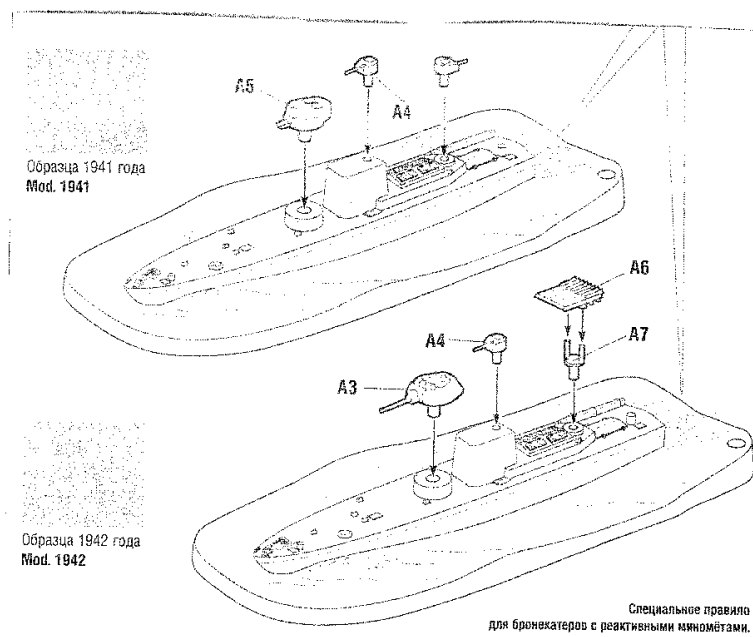
The 1/300th boat has the two mg turrets as moulded detail, and a T76 turret, so I used the T28 turret and 'Katyusha's' on the smaller *ZVEZDA* boat, added a tiny 1/600th life raft well forward, and a couple of big Red banners flying. Looks fine as part of a flotilla, but looks a little older and a little smaller perhaps. Mind you, I will only buy one of the *ZVEZDA* boats, as the 'Heroics & Ros' 1125 comes as an all metal model, no flash, neat, for a mere £1.50, so that's two for the price of one! The rocket assembly is easy to copy for the 'Heroics boats, or you could use one of the slightly larger 'Katyusha' assemblies in the afv range on the previous page of the catalogue.

The metal 1/300th by the way, comes with a number of other Red Army and Navy options in the series, a Soviet G5, and a D3 MTB's, some lend-lease US LCV's etc, as well as a few German items. The *ZVEZDA* model could be turned into a German capture of course, with a PzIV turret maybe?

Neat model, interesting and unusual, not least the scale, but I do suspect this will be a one-off and not the start of a wonderful new range. Speaking of scales, I think Tamiya make a set of 1/350th scale Japanese boats for WWII, but I haven't seen them, so I don't know about the potential for conversion.

Rob Morgan.

May 2014.



Thanks to Rob for the Sea Quiz each month. After the Nelson special last month, here are the answers to Quiz 36 in September's AGB.

SEA QUIZ 36... the answers.

1. This was HMS Campania. A lot of fuss then, but who on earth remembers it all now?
2. This was the Protected Cruiser USS Chicago.
3. These delightfully named vessels were among a number of ships used as 'Indian Troopers'.
4. They were to be armed as Auxiliary Cruisers.
5. This loss was the 'Tampa'. She was torpedoed by U Boat in the English Channel, while on convoy escort duties on 26th September 1918.
6. The answer to this question revealed a mass of Admiralty signals and notes and minutes which took the fancy of many of the readers. The warship was the Flores class gunboat HNMS Soemba, the name was pronounced 'SOOMBA'; and there were limericks and humorous asides in large numbers. Almost all of the readers remembered her, or claimed they did! She made it to 'Overlord'.

SEA QUIZ 37.

1. To which NATO navy was the Algerine M/S HMS Fancy transferred post war?
2. Which international naval/maritime organisation came to an end in late 1951?
3. Which warship did HMS Vanguard replace as Flagship Home Fleet in 1952?
4. In 1953, which incipient 'navy' received 68 warships from the USA?
5. Ship names for RNVR Divisions were ordered in 1951. Where was HMS Cressy?
6. Which American was a Russian Admiral?

That's it!

Allan Mallinson, *SMS Goeben & The Great War at Sea.*

Not surprisingly, 'The Times' is carrying a lengthy series of articles by well known historians on the centenary of the War to end all wars. In one, published in early October, Allan Mallinson comments on the events of October 1914, when the Ottoman Empire entered the war on the side of the Central Powers. He describes the Wilhelmstrasse as having forced Turkey's hand in the matter when Souchon's *Goeben* and *Breslau* gave the Royal Navy the slip and entered the Dardanelles; then sailing to bombard Odessa under Ottoman colours. He ends by writing this.....

'No two warships have ever had a more decisive strategic effect than the Goeben and the Breslau.' Mallinson's probably right in this, the collapse of the Ottoman state and empire is still very visible. I'd expected to come upon a large number of 'Escape of the *Goeben*' articles and notes around now, but I've been rather disappointed, Simon's excellent article in September's AGB being the exception of course. As a short wargame campaign it's remarkable with so much 'add on' potential and options. Not just the 'pursuit' of the 'fleeing foe', but the French convoys from North Africa, the Austrians, surface ships and submarines, even an Ottoman sortie. Easy to game as well, everything available in 1/3000th from Navwar, Mick Yarrow and the old Skytrex ranges. It remains a battle which the Royal Navy and their French ally should have forced and should have won, with their massive strength in the Med. But that's Admirals for you. Troubridge, who carried the can, actually went on to have a very competent war, as defender of Belgrade and working closely with the Serbs, who seem to have thought more of him than Winston.

Rob Morgan.

The power and versatility of a modern USA Carrier Combat Group is formidable. The following is taken from the US Navy website.



The carrier battle group, operating in international waters, does not need the permission of host countries for landing or over-flight rights. Nor does it need to build or maintain bases in countries where their presence may cause political or other strains. Aircraft carriers are sovereign U.S. territory that steam anywhere in international waters. Political decision-makers, use Navy aircraft carriers as a powerful instrument of diplomacy, strengthening alliances or answering the fire bell of crisis. As former President Bill Clinton said during a visit to the aircraft carrier *USS Theodore Roosevelt*, "When word of crisis breaks out in Washington, it's no accident the first question that comes to everyone's lips is: where is the nearest carrier?"

The carrier battle group can not only operate independently but it presents a unique range of options to the President. By using the oceans both as a means of access and as a base, forward-deployed Navy and Marine forces are readily available to provide the United States with that range of national response capabilities. The unique contribution of aircraft carriers to USA national security was expressed by Gen. John Shalikashvili, former Chairman of the Joint Chiefs of Staff, who said during a visit to *USS Dwight D. Eisenhower*, "I know how relieved I am each time when I turn to my operations officer and say, 'Hey, where's the nearest carrier?' and he can say to me 'It's right there on the spot.' For United States' interests, that means everything."

SAN FRANCISCO (NNS) -- USS America (LHA 6), the US Navy's newest and most technologically advanced amphibious assault ship, was commissioned during a formal ceremony at Pier 30/32 during San Francisco Fleet Week, Oct. 11.

America is the first ship of its class and the fourth ship named "America." The first America was originally a racing schooner launched in 1851 and served in the Navy until 1873 before returning to civilian life. In 1921, she was presented to the Navy for preservation as a relic and remained at the U.S. Naval Academy until being scrapped in 1945. The second America transported troops during World War I. The third ship to bear the name was a Kitty-Hawk class aircraft carrier, CV 66, which supported operations from the Vietnam War through Operation Desert Storm.

The latest America weighs 44,971-tons, is 844 feet in length and has an overall beam of 106 feet. It's equipped with a fuel-efficient, hybrid electric propulsion system; the same built for USS Makin Island (LHD 8), which is an energy initiative designed to give the ship the benefit of increased range, endurance, and time on station, enhancing its combat capability. It also provides greater flexibility in scheduling refuelling and reduces maintenance costs.

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Cocaine with a wholesale value of £10 million seized from a yacht in the Caribbean.



Type 23 frigate HMS ARGYLL (library image)

[Picture: Leading Airman (Photographer) Luron Wright, Crown copyright]

Just 24 hours after helping in the aftermath of Hurricane Gonzalo in Bermuda, the Type 23 frigate HMS ARGYLL's Lynx helicopter spotted the yacht in the Atlantic. A search by the US Coast Guard Law Enforcement Detachment, working from HMS ARGYLL, uncovered 10 bales of cocaine which was confiscated and the 2 crew members were taken into custody.



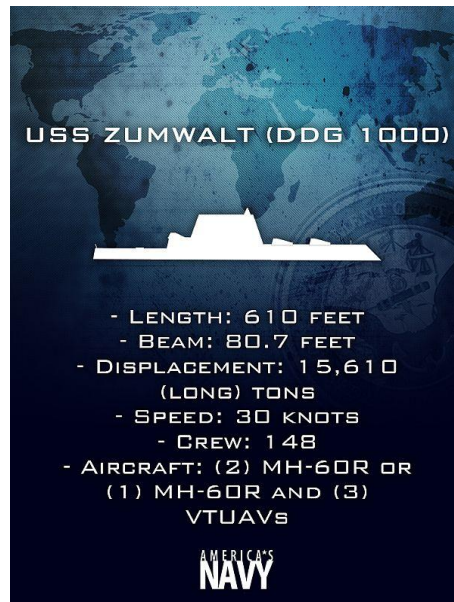
HMS ARGYLL's boarding team approaches the vessel suspected of carrying drugs

[Picture: Leading Airman (Photographer) Stephen Johncock, Crown copyright]

This is HMS ARGYLL's second bust in 2 months having seized £21 million of cocaine in August. The ship is operating as part of a 15-nation collaboration to stop criminal organisations getting access to regions of Central America, with a focus on the illegal movement of drugs from South America to the western world.

Website of interest:

<http://www.royalnavy.mod.uk/our-organisation/the-fighting-arms/surface-fleet/frigates/hms-argyll>



Who would be a ship designer today? She may be efficient and effective but graceful and sleek are not two adjectives that come to mind when looking at the USS ZUMWALT.

The Zumwalt-class destroyer represents the next-generation of multi-mission surface combatants. The US Navy has procured three Zumwalt-class destroyers. DDG 1000 is the first US Navy surface combatant to employ an innovative and highly survivable Integrated Power System which will provide power to propulsion, ship's service, and combat system loads from the same gas turbine prime movers. DDG 1000's power allocation flexibility allows for potentially significant energy savings and is well-suited to enable future high energy weapons and sensors. The ship features two advanced gun systems firing long-range land attack projectiles that reach up to 63 nautical miles, providing precision, high volume and persistent fire support to forces ashore, along with an approximate five-fold improvement in naval surface fire range. DDG 1000 will employ active and passive sensors and a multi-function radar capable of conducting area air surveillance, including over-land, throughout the extremely difficult and cluttered sea-land interface.

Construction on Zumwalt commenced in February 2009, with the keel laying ceremony held in November 2011, and ship launch successfully completed in October 2013. The ship is expected to join the fleet in 2016.

USS ZUMWALT website.

http://www.navy.mil/ah_online/ftrStory.asp?id=81251

I am proud to announce that the book with link above has become the best selling title of the year for the publisher within six weeks of its release. I wrote it especially with naval hobbyists, wargamers and modellers in mind. Book two covering British and Commonwealth battleships, battle cruisers, fleet carriers, escort carriers, seaplane carriers and monitors (Every one of them individually) will be available next year. The book gives extensive coverage of paint schemes from destroyers down through frigates, corvettes, minesweepers, trawlers, coastal craft and auxiliaries.

Mal Wright.

A Rare Nineteenth Century Find!

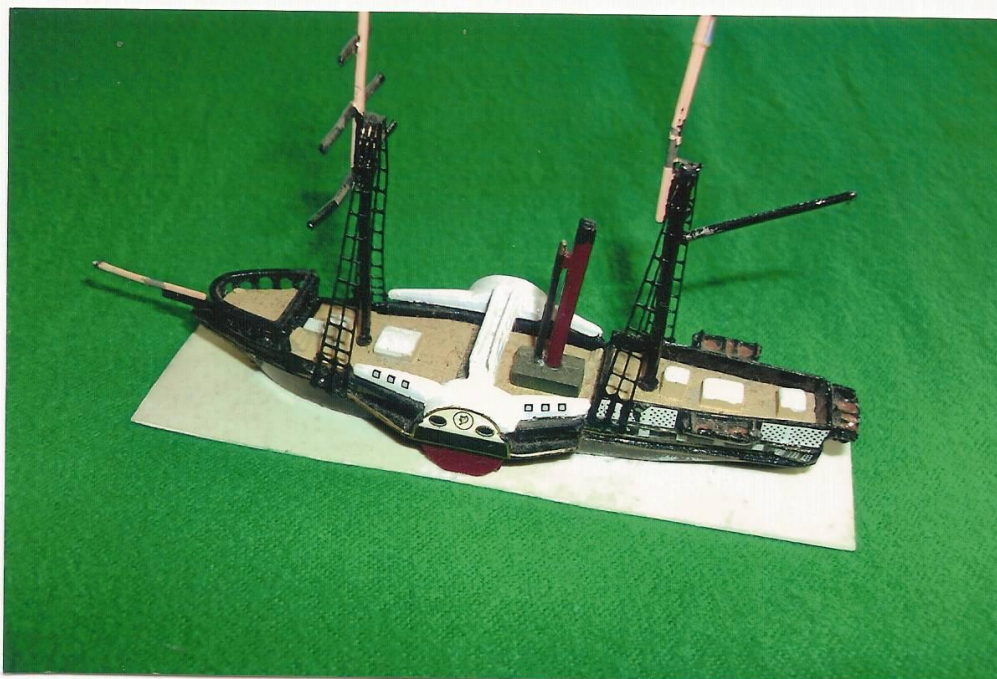
I was in a car boot sale the other week, waiting for my daughter who haunts these places, and I picked up this model, and for a mere fifty pence. It was in a badly damaged plastic display case, which had obviously carried some detailed description on the base, now too water marked to read. By the look of it there had also been a strip of paper with the name of this vessel.

All gone!

Yes, I realise it isn't a warship, but it will be. The model, and it's a hefty all metal single piece (spot-welded?) assembly, is 105mm long overall, omitting the bowsprit, and 32mm across the paddle boxes, the ship standing 70mm to the top of the main mast. I should say that the upper yards and ratlines are thick plastic. There must have been paper flags at each mast head as well, the remains linger on the metal. The funnel, 28mm tall, is very thin, and the overall suggestion is that this must represent an early paddle steamer, say the 1840's, or even the 1830's(?) The odd forecastle would also seem to hint at this, I think.

Detail on the hull is excellent, and the paint job hard enamel, a little 'shiny' but decent enough to pass on the table top. It was a waterline model in the box, by the way, all I had to do was unscrew it from the plastic base, and I have cemented it onto plasticard for handling. I thought it might serve in either 1/600th or 1/450th scale, alongside 'Peter Pig's Pirate ships or a couple of the ACW vessels- in the latter case I thought maybe a blockade runner?

Cont over



I'm leaning towards the 1/450th option, with a heavy gun from the 'Pig' range mounted on the deck forward of the bridge, and two of their light guns aft and another light one set on the forecastle. Ample armament for a busy cruiser or study auxiliary warship. I suppose it would be possible, by cutting away the steam pipe to add a thicker tube over the funnel, and thus add a decade or so to the vessel's age. A jack staff and colours over the stern's no problem, and as you see three ship's boats are a part of the hull aft. It will probably end up in the Americas, the short lived navy of the Republic of Texas appeals to me, with a couple of 'Pig' schooners or brigs to beef up a flotilla; though Mexico or even Brazil are options too.

What was the original model though? It was obviously, or at least I think it was, a merchant vessel, and must be one with a 'history' or 'role' enough to merit its commemoration. It was from what I can glean a British made model. Over the paddle boxes there's painted a small emblem, like a harp, perhaps? I'm not sure if the rust-brown funnel colour indicates an owner either?

Anyone able to take a guess at the name of the ship or even the model's provenance?

Rob Morgan.

Welcome to new Members, Walt O'Hara and Anthony Parsons. That's almost it for November's All Guns Blazing. Just one more thing: If Tony Anderson, possibly a NWS Member 10 to 15 years ago is out there; perhaps you could contact Simon Stokes or me, Norman Bell as we have some information for you.

Coming in December's AGB: Destruction of Force Z. A review of Minden's ziplock game; which enables an historical re-fight and also the chance to see the, "what if" if the carrier HMS INDOMITABLE had been available to provide air cover. Would She have been just another target to send to the bottom with HMS PRINCE OF WALES and HMS REPULSE?

JOINING THE NAVAL WARGAMES SOCIETY

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

www.navalwargamessociety.org.

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)
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NWS North Hants [Every 3rd Sunday]

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

e-mail: gj.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
