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# ***All Guns Blazing!***

## ***Newsletter of the Naval Wargames Society***

### ***No. 244 – FEBRUARY 2015***

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#### EDITORIAL

Thank you for your comments and advice on Windows 8. Very interesting.

South London Warlords are again organising “Salute” the biggest Show in London and NWS will be there with a participation game. Simon as usual is taking the lead. If you can help Simon running the NWS Game that will be great. Tickets in advance are cheaper and will speed your entry into the Excel Centre. See the web site for details.

Thanks to Dave Manley for “Battlefleet”. And thanks to everyone who made a contribution. Many hands make light work and for more interesting Battlefleets (and AGBs).

Norman Bell

Did you get what you wanted for Christmas? If not perhaps you want to treat yourself with something from the following list.

ROYTON, LANCASHIRE

12<sup>TH</sup> January 2015

Dear fellow NWS'rs!

A week short of 71, I have decided to sell many of my Avalanche Press naval boardgames (plus a few others) and would like them to go to good naval- gaming homes.

They are:

A) GREAT WAR AT SEA SERIES;.... MEDITERRANEAN (2001, never used, counters uncut), £15 plus postage,.....

U.S. NAVY PLAN BLACK (1990's?, Also never used), £10 plus postage.....

CRUISER WARFARE, Used but only once or twice), £10 plus postage.....

SEA OF TROUBLES Supplement (never used,), £10 plus postage,.....

ZEPPELINS Supplement, (again unused), £10 plus postage, ..... WHITE FLEET scenarios book, £8 plus postage,.....

SOUTH CHINA SEAS Supplement £5 plus postage.

B) SECOND WORLD WAR AT SEA SERIES;.....

ARCTIC CONVOY (2008, never used, counters uncut), £20 plus postage.....

STRIKE SOUTH (2005, also unused/uncut), £15 plus postage,.....

EASTERN FLEET (2006, Also unused/Uncut) £12 plus postage.....

EAST OF SUEZ Supplement, both unused/uncut (yes! Two copies of this one, no idea how that happened!), £10 each plus postage.

Finally C) OTHERS..... TRIREME (1980, Avalon Hill Coy), Galley warfare in the ancient world, £15 plus postage.....

ISLAND OF DEATH, the Invasion of Malta 1942, an Avalanche Press land warfare game, (Used, but in good nick), £10 plus postage, .....

TOKYO EXPRESS (Victory Games, one corner of box slightly bashed but again unused except that a few counters are loose), £15 plus postage, and finally.....

BLOCKADE RUNNER, a game of making money by running merchantmen past the blockade of the South in the ACW, (lovely board and bits but I never got round to playing it). Check it out on boardgamegeek. £12 plus postage.

D) COUPLE OF LAND GAMES.....THE 45 (Decision Games, 1995), detailed strategy game of the Jacobite rebellion, includes naval blockade rules, £10 plus postage.....and finally, FRANCE 1940 (Avalon Hill Coy 1972), blitzkrieg strategy plus alternative forces 'what if' options, £10 plus postage.

Payment by Cheque or Postal Order only (Have never sold anything in public in decades, so these are the only ways I know 'selling-wise'!). Please do not send payment until I have informed you of postal costs of your item.

CONTACT;.... Bruce Dawson, e mail; [brudawson@yahoo.co.uk](mailto:brudawson@yahoo.co.uk), or mobile phone, (UK), 07891425015, or land line (UK) 0161 6243297.

Many thanks,  
Bruce Dawson

Thanks to Scott Belcher for the following:

I work at The Historic Dockyard Chatham (dream job for someone like me) and there's 2 things coming up I thought people might want to know about.

The first is the new exhibition opening on 14th February 2015 - 31st May 2015 called "HMS Victory: The Untold Story". It's the 250th anniversary of her launch and she was built here so it all ties in nicely. We'll have objects, art, paperwork etc from our own collection and on loan from The Museum of the Royal Navy, the Royal Collection and National Maritime Museum including the musket ball that killed Nelson, the sword that was presented to Admiral Jervis following Cape St Vincent, one of HMS Victory's figureheads and so on.

The second thing is that we'll be hosting a public participation game of The Battle of Cape St Vincent on 14th & 15th February (the anniversary of the battle is the 14th and there's not only the connection to HMS Victory and Jervis' sword, but the Namur was also there and her timbers remain on this site today - discovered under the floor of one of our buildings.

Scott

**"The year 2015 marks the 250<sup>th</sup> anniversary of the launch of the world's oldest commissioned, and most famous warship, HMS *Victory*.**

On 7th May 1765 HMS *Victory* was floated out of the Old Single Dock in Chatham's Royal Dockyard. In the years to come, over an unusually long service, she would gain recognition, leading fleets in the American War of Independence (1775-1783), the French Revolutionary War (1793-1802) and the Napoleonic War (1803-1815). In October 1805 she achieved everlasting international fame as the flagship of Vice-Admiral Nelson in Britain's greatest naval victory, the defeat of the French and Spanish at the Battle of Trafalgar.

**Chatham, Kent is intrinsically linked to HMS *Victory*: In addition to her launch at Chatham in 1765, Nelson joined his first ship HMS *Raisonnable* on the River Medway in 1771 and in the same year joined his uncle's ship HMS *Triumph* at Chatham as a captain's servant. There is no better place to commemorate this auspicious anniversary than at The Historic Dockyard Chatham through a new exhibition which delves beneath the surface of Britain's most iconic warship. "HMS VICTORY: THE UNTOLD STORY"- curated by historian, writer and broadcaster Brian Lavery - explores *Victory*'s career, unearthing surprising and often little known stories leading up to and in the aftermath of the Battle of Trafalgar.**

HMS *Victory*'s fame is understandably thought of in terms of that fateful afternoon at the Battle of Trafalgar on 21 October 1805, when Vice-Admiral Nelson was struck down on her deck - having both secured the victory that would see Great Britain's dominance at sea for more than a century to follow; and sealed that moment in history when man and ship became enshrined into Britain's national conscience. However, there is much more to *Victory* than meets the eye.

**Twenty two objects are on loan from the National Maritime Museum, Greenwich including two impressive models of *Victory* showing the changes in her construction, a stunning decorative sword, original letters and plans, plus what is thought to be one of the earliest known representations identified as *Victory* at the head of the Fleet.**

**Generously lent by Her Majesty the Queen from the Royal Collection is the Nelson Bullet; the single lead musket ball which dealt the fatal blow on October 21<sup>st</sup> 1805 - mounted, with some remnants of gold lace from Admiral Nelson's uniform.**

**The centrepiece of the exhibition is HMS *Victory*'s figurehead on loan from the National Museum of the Royal Navy, Portsmouth."**

That's a bit much probably, so you should feel free to cherry pick from that - it's the press release that was sent out last week, so it's all information that's ok for publication. I'm certainly not asking for you to shoehorn all of that into the newsletter. I've also attached the images that went out with the press release.

The game is happening on the 14th and 15th of Feb (the 14th being the anniversary of the Battle of Cape St Vincent). We're using 58 1:1200 scale Navwar miniatures and a version of the Warhammer Historical Trafalgar rules. It will be held in No.1 Smithery, the same building as the Victory 250: The Untold Story exhibition and we hope the public will

want to join in and help decide the outcome. We did the Battle of Jutland over two days last August which went fairly well, so fingers crossed for this one.



That's the 250 Jutland ships divided up into their squadrons. And below are two of the Cape St Vincent ships waiting for rigging and colours.



Final admission prices are to be confirmed, but a ticket to the Dockyard is valid for 12 months and allows you access to the whole site including No.1 Smithery (and its permanent & temporary exhibitions), three Historic Warships (HMS Cavalier, the National Destroyer Memorial, Cold War submarine HMS Ocelot and Victorian Sloop HMS Gannet), the still functioning Ropery buildings, the National Lifeboat Collection and the most recent gallery - Hearts of Oak.

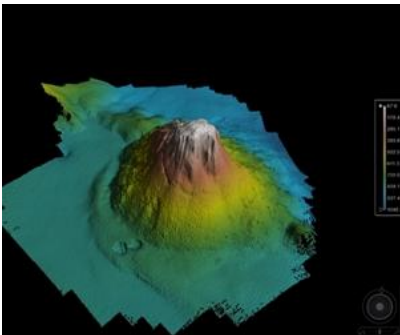


HMS PROTECTOR in the Antarctic.

It has been a busy (Southern Hemisphere) summer for HMS Protector which is carrying out Antarctic patrols on behalf of the Foreign and Commonwealth Office (FCO), surveys for the United Kingdom Hydrographic Office (UKHO) as well as providing logistic support to the British Antarctic Survey (BAS).

### Royal Navy survey ship spots underwater mountains

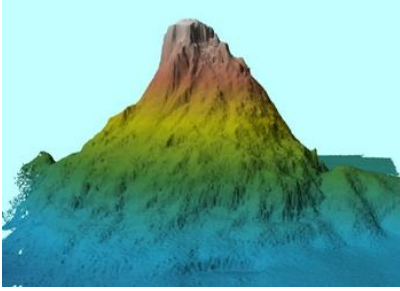
These stunning images of what appears to be two large mountains are actually underwater scans of the seabed off the coast of Northern Africa.



*Echo sounder image of a seamount*  
[Picture: Crown Copyright]

Captured by one of the Royal Navy's survey ships HMS Enterprise, the larger of the two seamounts – the technical name for underwater mountains – was measured at 1100m which is taller than Mount Snowden.

The two seamounts pose very real dangers to shipping; with HMS Enterprise's specialist equipment they are now firmly on the map. Using a hydrographic multi-beam echo sounder to send out multiple beams simultaneously, the ship's expert team can create this incredibly detailed result.



*Echo sounder image of a second seamount*  
 [Picture: Crown Copyright]

HMS Enterprise, which is based in Plymouth, is a hydrographic survey ship which gathers and processes hydrographic and oceanographic data for planning and operational purposes. In addition this data will be dispatched to the UK Hydrographic Office for analysis and inclusion into navigational charts and other navigational safety publications.

Since she left the United Kingdom in June 2014, HMS Enterprise has been busy mapping some of the busiest shipping lanes and maritime chokepoints in world, including the Suez Canal, the Bab el Mandeb Straits and the Strait of Hormuz.

Answers to the Quiz Number 38. How did you do?

#### Sea Quiz 38...Answers...

Not a particularly difficult bunch this month, the original compiler awarded five points for the correct answer to number 2, and number 6 will stand you in good stead at the pub quiz night! There was some dispute over the term 'Battleship' being used for several of the vessels in question 3, but you'd expect that.

1..The journal listed...Mars, Magnificent, Martial, Marlborough, Marvel, Mandate, Maenad, Manners, Mameluke, Marne, Matchless, Magnolia and Marjoram.

2... It was Rodney himself!

3.... This is a mixed bunch... Glatton (1870), Hotspur (1870), Rupert (1872), Hero ( 1882), Conqueror ( 1888) and Victoria and San Pareil ( 1889).

4. ... It was HMS Centurion.

5....She was scuttled as a breakwater at Arromanches in 1944.

6.... The statue of Drake is at Offenburg. It commemorates the great seaman's role in bringing the potato to Europe. Nothing to do with naval warfare!!!



### SEA QUIZ 39.

Here we go.

1. Name 12 British warships beginning with A and ending with N.....
2. What was the first *operational* Battleship to be bulged?
3. Name the odd one out... *HMS's Manchester, Repulse, Nigeria and Glorious.*
4. What was the last sea-going, square-rigged warship to carry an Admiral?
5. How were the gunboats of the 'Insect' and 'Fly' classes launched?
6. What Class Carrier is this?

\*\*\*\*\*:



Good Luck

Rob Morgan

Type 23 Frigate HMS KENT has started 2015 by stepping up the fight against international terrorism.

Having spent the end of 2014 working with the carrier task group of the USS Carl Vinson, in the Middle East, the Portsmouth-based warship's focus for 2015 has shifted to the Indian Ocean and keeping seafarers safe. KENT has joined international Combined Task Force 150, which began the year with a concerted effort to stop criminal activity in the Indian Ocean.

Warships and aircraft from Australia, France, New Zealand, the USA and the UK are being directed by the Canadian-led task group to step up efforts in the Gulf of Oman, Gulf of Aden – aka Pirate Alley – Red Sea and Arabian Sea. HMS KENT has a detachment of Royal Marines Commandos, a Lynx helicopter and unmanned ScanEagle, which beams live imagery directly into KENT's operations room.

Task force commander Commodore Brian Santarpia of the Royal Canadian Navy said the collective effort of more than 30 nations working together in 2014 had reaped dividends for security at sea in the region and the good work will continue throughout 2015.

website of interest for anyone with an interest in Naval history: checkout <http://www.battleships-cruisers.co.uk> Several countries are covered, not just the major navies. The following extract reminds us what was happening 100 years ago.

**HMS Formidable. Royal Naval battleship of the Formidable Class. HMS Formidable served in the Mediterranean Fleet up to April 1908 when she was**

**transferred to the Channel Fleet. She went to Chatham dockyard for refit from August 1909 to April 1909 joining the Home Fleet after refit and then the Atlantic Fleet until May 1912. Reduced to Nucleus crew with the 2nd Fleet at the Nore. Served between 1912-14 with the 5th Battle Squadron and was serving with this squadron at the outbreak of World War I. She was sunk on 1st January 1915 while on Channel patrol off Portland Bill by torpedoes of German U-Boat U-24, losing 547 men from her complement of 780. The ship had sunk quickly during bad weather which caused such a high loss of life.**

**Armament: four 12inch guns, twelve 6 inch guns, sixteen 12 pdr guns, two 12 pdr guns, six 3 pdr guns, 2 maxims and four torpedo tubes. Displacement: 15,000 tons. Speed: 18 knots. Complement: 780 (flagship 810).**

**The following is from the Lyme Regis Philpott Museum which has a large display about the sinking:**

.....the weather continued to deteriorate. The ship was, by now, low in the water- heaving and wallowing in rough seas. The starboard side three parts under water; holding fast on the quarterdeck was precarious. They awaited the moment they dare scramble up to the port guardrails, onto the port side, then, as the ship 'turned turtle', clambered onto the ship's bottom. They rested there for a few minutes, then struck out into the sea and held onto a wooden boom that came within range.

It was at this time that the ship's propeller struck Tom's left ankle. He felt the blow, not the pain. He hoped that there was still a foot at the end of the leg. They set about securing themselves to the boom, as best they could. Large amounts of air from the ship, surfaced near them. Their attempts to paddle a safe distance away proved futile; then, as if to please , the ship glided away and disappeared from sight.

What now?...Keeping heads above waves.....Keeping each other awake.....Shouting, singing, (hymns)...Complaining...Praying...Waiting...Hoping...

Dawn was barely noticeable, visibility was poor, sleep beckoned, moral bottomed. Where-o-where is that b...y escort?

Rescue came when they had been in the water for over 14 hours. They were unaware of the escort's arrival. Tom thought he was dreaming...Someone was shouting..."Formidable...Formidable...Formidable " quite close to them. He looked up to see the escort's 'welcome party' looking down on him from the deck. Lines were thrown to them. Tom had difficulty detaching himself from the boom. He managed to secure himself to a line and was hoisted on board the escort. On board Tom was bundled down to the mess deck and rubbed dry on a mess table. The doctor assured him that his left foot was still there, he would soon be in hospital. Later he was taken up and put in a bunk in an officer's cabin. He refused a tot of rum offered him (having promised his mother never to drink!). He was left undisturbed until the following day.

Anti-submarine orders had prevented the escort from either stopping or lowering a boat for them.



*Postscript.* Tom Walker was discharged "medically Unfit for Naval Service" in April 1915. He received an "Honourable Discharge" certificate signed by HM George V. He joined the army in 1917, served in France and post-revolution Russia (building rail tracks) In World War II he served with the B.E.F. and later as an Unexploded Bomb Disposal Officer.

He died in Padstow in 1970.



Back to the present.

HMS Dauntless has arrived in the Middle East to continue the Royal Navy's unwavering fight against terrorism and piracy. The Portsmouth-based warship will spend the next four months in the Gulf region, dividing her time between the international effort to prevent piracy and drugs trafficking and joining the carrier strike group of the USS Carl Vinson.



[Picture: Crown Copyright]



*HMS Dauntless carrying out a replenishment at sea with the US Navy's tanker Charles Drew.*

[Picture: Crown Copyright]

Dauntless will also conduct a period of time operating as a fully integrated part of the US Navy's Carl Vinson Carrier Strike Group. Using her world-beating air defence radar and Sea Viper missile system, the Type 45 destroyer will build an accurate air surveillance picture over the whole of the Gulf and guard the aircraft carrier group against possible air attack while they patrol the Gulf and launch airstrikes against ISIL.

Commodore Keith Blount OBE Royal Navy, the UK Maritime Component Commander for the Middle East and Deputy Commander of CMF, said:

*"The experience gained will also be invaluable to the future role of the Type 45 in protecting the Queen Elizabeth class aircraft carriers when they enter service."*

The following was seen by Todd Kauderer.

USS LOUISVILLE CA- 28 Heavy Cruiser Greatest Sea Battle – Surigao Strait  
Give Credit To The Cruisers Not the Battleships  
By: Enrico Trotta

From my diary and the Louisville Man of War Book this story should set the records straight that the cruisers proved their weight in gold not the battleships like so many stories told.

It was October 24, 1944 aboard the flagship heavy cruiser U.S.S. Louisville CA-28 with the 7th Fleet – Battleship/Cruiser Force Task Group 77.2 with Rear Admiral Jesse Oldendorf aboard. I was a 20 year old seaman 1st class assigned to portside 20 mm anti-aircraft gun crew by turret B – 8 inch gun. I had a ring side seat to the greatest naval battle ever.

The U.S. Fleet consisted of:

- 6 Battleships
- 4 Heavy cruisers (Louisville CA-28 Flagship)
- 4 Light cruisers
- 24 Destroyers

At about 3:15 a.m. we started to close in and were given the range of the Japanese ships. The Louisville opened first at 3:50 a.m. with her 9 – 8 inch/55 cal. main battery guns. The

second time she fired the 8 inch guns she scored a direct hit and other cruisers and battleships opened up – lighting up the night. The “Lady Lou” as she was known, main battery fired over and over shaking the 600 foot ship from bow to stern.

The Japanese ships were caught by surprise and were all a blaze. (Crossing the “T” with no way out for Japan).

At 4:00 a.m. a Japanese destroyer tried to make a run on us and our 5 inch/25 cal. and main battery 8 inch guns opened up on it – sending death and destruction to sink it. When the battle was over in 15 minutes the Japanese ship losses were:

2 Battleships  
5 Cruisers  
7 Destroyers

The U.S. ship losses were:  
Destroyer Albert Grant hit but not sunk.

During the battle the Louisville fired more main battery 8 inch shells than the total of all calibers fired by the (6) battleships – from (Man of War).  
The Louisville fired (37) salvos – 9 – 8 inch guns fired for a total of (333) - 8 inch shells.  
The “Lady Lou” was honored for this by Rear Admiral Jesse Oldendorf.

I felt I had to write this article from information from my diary and Man of War – U.S.S. Louisville CA-28 book because documentaries and stories like Sea Classics always seem to give most credit to the battleships. I and others who read my story will know what really happened. Give credit to the cruisers for the greatest sea battle.

The total shells fired per battleship:

West Virginia 93  
Maryland 48  
California 63  
Tennessee 69  
Mississippi 12  
Pennsylvania Did not fire  
Data from "Two Ocean War" by S.E. Morrison.

The Cruisers fired well over 2000 rounds of 6 inch and 8 inch shells.  
U.S.S. Louisville fired 333 rounds of 8 inch shells.

I am 90 years old now and will always be proud to have served my country and duty on the U.S.S. Louisville with the great crew that we had and the many I still look forward to seeing at the reunions. God bless our servicemen and women – past and present!

By: Enrico Trotta  
Served aboard the USS Louisville CA- 28  
From 1943-46 as a S1c  
20 mm AA gun crew



And for only fifty pence!

At the car boot sale, where I picked up a pile of odd 'toys' as they were labelled, including this. It's clearly a Tudor era warship, pretty badly knocked about as you can see. The mainsail and bowsprit sail are separated, and the foresail's missing, replaced with a furled loop of plastic filler, old and brittle. The after mizzen's gone too. The top of the mainmast has vanished and there was I suspect a steering whip-staff of some sort. The masts are cemented in place, and most of the detail, though slightly damaged can be seen and is still more or less intact. This was a full hull model, obviously, and has been cut down, without any serious errors to the waterline. It sits neatly enough on the table, the hull's cut to a substantial depth to show off the height of the ship above the table. I can see no manufacturers mark or any mark at all underneath the hull as it is now.

The main deck area is covered, but with what I'm not at all sure, and a row of guns protrude for the 'broadside', while along the rails there are ten or eleven swivel guns which are a nice detail, and the two anchors are cemented to the hull though broken. The sails are or were, moulded in a cream colour, with heavy detail, and the hull's chocolate brown underneath. The figurehead's an angel blowing a trumpet, and the hull sides have a great deal of etched detail to

them. It must have been a lovely model when boxed and new, and would be a delight to use on the table top. A real flagship!

The model has some typical features, and is of the Tudor era, but is it intended to be *'Mary Rose'*? Probably, it has too little sail on the mizzens to be *Henry Grace a Dieu*, though it has a few features which would relate it closely ( it could have been converted without too much difficulty) to the big Portuguese Carrack *Santa Catarina do Monte Sinai*, but there's too much sail for her suite.

It must be *Mary Rose*! The lack of flags and banners and streamers is a pity, and the big flag over the stern is paper cemented to a needle which has been heated at the tip and driven into the plastic hull. Using Landstrom's *'Sailing Ships'* and Ernle Bradford's *'The Story of the Mary Rose'* as guides, this must without doubt have been a magnificent model and immensely attractive given what would have been included with the kit in the first place, cut out flags, and a mount, no argument that it's a kit either. The original owner/ builder's given us no hints, but there's actually been an attempt at rigging the model with thick thread. It surely belonged to a serious modeller, despite the colour scheme which is anything but Tudor!!!

I haven't seen this kit on sale anywhere. I don't remember it. It must be pretty ancient, a guess given the state of it, and the brittleness of some parts is that it is probably over twenty, even thirty years old, possibly more, but who manufactured it? The *Mary Rose* has played a central role in Tudor maritime history as we know it, since the early eighties, and I suspect the model must be from that period. A British manufacturer would have kept a highly saleable kit like this in stock surely? The Airfix 1/400<sup>th</sup> *Mary Rose* is far, far smaller and less impressive than this model which is 220mm ( around 9in) long, including sprit, and stands some 180mm to the topmast, overall about 30mm beam. It has to be 1/300<sup>th</sup> scale, and would take a crew in that scale easily, manning the rail swivels, and in the fighting tops. The photographs show her surviving structure, I have cleaned her up but nothing else as yet; and the hull detail from the starboard side.

Any suggestions?

Rob Morgan.

### **SIGNAL PAD!**

Some Game Shows have already come and gone. "Crusade" in Penarth and "Vapnartak" in York for example. "Cavalier" in Tonbridge Wells is coming up. Check out the "Newark Irregulars" web site. It has details of shows divided by UK and Ireland, USA/Canada, Europe, and Australia, New Zealand, South East Asia and Africa,

## **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](http://www.navalwargamesociety.org).

Membership secretary: [simonjohnstokes@aol.com](mailto:simonjohnstokes@aol.com)

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## **NWS Events and Regional Contacts, 2015**

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### **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](mailto:kenny.thomson@hotmail.com) - Website: <http://falkirkwargamesclub.org.uk/>

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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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### **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](mailto:stuart_barnes_watson@hotmail.com)

3 Clovelly Apartments, Oxford Park, Ilfracombe, DEVON, EX34 9JS

Tel: 01271 866637