



All Guns Blazing!

Newsletter of the Naval Wargames Society

No. 251 – SEPTEMBER 2015

EDITORIAL

I'm still getting to grips with Windows 8, so I will not be upgrading to Windows 10 for ages yet. The jury is still out on whether Windows 10 is an improvement. The few comments that have come my way so far are non-committal.

Welcome to new Members, Roger Bell-West, Rupert Cullum and Gordon Smith.

Norman Bell

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Monitor HMS M53 at the Historic Dockyard, Portsmouth is now open to the public after an expensive refurbishment. (£1.79 Million)



HMS M.33 is not only the sole remaining British veteran of the bloody Dardanelles Campaign of 1915-1916, but also of the Russian Civil War which followed. The ship is one of just three British warships from World War I still in existence.

HMS M.33 was built in 1915 on the orders of the First Lord of the Admiralty, Winston Churchill. She was a floating gun platform designed to bombard coastal positions from the sea. Her first active operation was the support of the landings at Suvla during the Battle of Gallipoli in August 1915. She remained stationed at Gallipoli until the evacuation in January 1916. She served in the Mediterranean for the remainder of the War and was involved in the seizure of the Greek fleet at Salamis Bay in 1916.

After the War, M.33 was sent to Murmansk in Russia to relieve the North Russian Expeditionary Force before returning to Portsmouth to become a mine-laying training ship. She was renamed *HMS Minerva*.

The National Museum of the Royal Navy and Hampshire County Council have partnered to develop an exciting project to conserve, restore and interpret M.33 in time for her centenary in 2015. With Heritage Lottery Fund support the public are now allowed on board for the first time, making HMS M.33 the only warship from World War I open to visitors. (Until HMS CAROLINE is restored).

A campaign that lost over 50,000 troops. Gallipoli was a hugely important part of The Great War.

The above is an extract from the Historic Dockyard web site.

Book recommendation: Douglas Reeman's "HMS SARACEN" tells the story of a Monitor from Gallipoli to WWII and of a young Midshipman facing the horrors of war.

Gallipoli: Myth & Memory

When: From 28 March 2015 until 31 January 2016, 10:00 - 17:00

Location: National Museum of the Royal Navy Portsmouth

Categories: Exhibitions and Screenings

Gallipoli: Myth and Memory is a brand new exhibition open 10am - 5pm at the National Museum of the Royal Navy telling the Royal Navy's misunderstood story of the bloody Gallipoli Campaign of 1915 which was a major failure and caused far too many Allied casualties with many deaths coming from disease. This is a free event with a valid Museum ticket.



If Napoleonic war-games are your interest, you could do worse then check out Magister Militum's web site. A large range of models are available for example here is the "Victory" in all its splendour.



1:1200 Scale. £11.90 at the time of writing. Not cheap but they are of a high standard. Frigates are a bit cheaper at £8.40.

Web site of interest:

<http://www.royalnavy.mod.uk/our-organisation/the-fighting-arms/fleet-air-arm/historic-flight/historic-flight>

Royal Navy Historic Flight

The Royal Navy Historic Flight is a Royal Naval unit established in 1972 as a living memorial to all those who have served in the Royal Naval Air Service and Fleet Air Arm since the birth of naval aviation in 1909.

The Flight operates historic naval aircraft, namely Swordfish, Sea Fury and a Sea Hawk, attending air displays throughout the United Kingdom which also provides something of a 'shop window' on the Fleet Air Arm. The current display aircraft collection consists of; Swordfish MkI W5856, Swordfish MkII LS326, Swordfish MkIII NF389, Sea Fury FB.11 VR930 and Sea Hawk FGA.6 WV908.

Naval War Games in Italy recently.



Associazione Ludica Apuana (ALA) and Ares Games ran eight game sessions of *Wings of Glory* and *Sails of Glory* at the convention *Carrara Show - Festival dei Giochi e del*

Fumetto. Players had the chance to engage in aerial and naval battles set in four historical scenarios. The author Andrea Angiolino was present and took part in the games

Sea Quiz 45...Answers.

Several bones of contention in these five questions, but No. 1 brought no comment. I often think this could have been a good name to include in a set of fictional 'Admiral' Class Armoured Cruisers... 'Byng, Benbow, Boscawen and Blake.'!

1. It was *HMS Monarque*(74) to mark where Byng was shot.
2. This was, and 10 out of 10 if you knew it...HXS 306 (Halifax Slow) July 1944. 167 ships over 1 million tons.
3. *HMS Undaunted* (51), a Frigate relieved on the East Indies Station in 1878.
4. It was *HMS Vanguard* rammed by *HMS Iron Duke* in 1875.
5. Well, it was according to the compiler,*HMS Triumph* off Tsingtao in 1914, and it was a 6pdr converted to a/a fire.

The arguments first centred around the convoys, memories of larger assembled but never sailing, or of the tonnage, all sorts of arguments cropped up. It seems that HXS 306 covered 26 square miles of sea, try wargaming that on a table top even in 1/4800th!

The a/a gun was also a lively debated matter. As *Triumph* was in action supporting the Allied (largely Japanese) attack on the Tsingtao fortress and colony in northern China, and the Germans had a couple of Rumpler 'Taube' planes, it seems a fair assumption. But the Home Fleet purists insisted that the first a/a gun was mounted on HMS Iron Duke that year. I wondered if the Japanese warships off Tsingtao were armed with a/a guns as well?

Rob Morgan.

SEA QUIZ....Number 46.

I've moved to a later year of 'The Navy' for this quiz, a couple of beauties in this one, and question 2 brought a very substantial response- the quiz writer using the word 'wrong' in the same sentence as Royal Navy being blasphemous apparently!

1. 40,000 tons of what was recovered off Tromso between November 1947 and October 1956?
 2. Which Royal Navy Monitor was wrongly named in 1915, and wrongly named again in 1941?
 3. First steamship in a naval action?
 4. Name 5 capital ships named after countries.
 5. What hit the Black Rock of the Casquets in 1744?
-

Menelaus?

'The Navy' from whence the quiz questions in these pages are drawn, always contained vigorous correspondence on subjects ranging from the sublime to the ridiculous. This particular question from John Simons, dates from 1952, and merits a moment's thought.

HMS Imperieuse of course was two old 'Revenge' Class Battleships in 1945- 'Resolution' and 'Revenge', and *HMS Defiance*, if 'Conway's' is correct was the ancient cruiser once known as *HMS Andromeda*. The 'small gunboat' with the Greek name is much more elusive. The *HMS Menelaus* in service in WWII was a Minelayer, and Mr Simons clearly states the 200ton (?) vessel -a pretty small displacement for a gunboat, was a Tender, and the tonnage is far too great for an early TB; so was the torpedo tube mounted on the fore-castle a training 'lash-up'?

The query received no positive response in the columns of 'The Navy', other than a few memories of the ship's comprising the Training Establishments over the years.

What was *Menelaus*?

Rob Morgan

SIR,—When serving on board H.M.S. *Imperieuse* in Devonport in 1945 I noticed a kind of small gunboat of about 200 tons, armed with a single torpedo tube on the fore-castle, which was a tender to H.M.S. *Defiance*, the Torpedo Training Establishment. It seemed to be a very old vessel, built about 50 years ago, but, of course, I may be mistaken. Its name was *Menelaus*. Could any of your readers let me have information on this ship?

Yours faithfully,
JOHN SIMONS.

Brussels,
Belgium.

The Making of the Bulgarian Navy.

Many, I suspect, of the readers of this splendid newsletter, are familiar with the maritime monthly 'SEA BREEZES' which graces the shelves at Smiths and other good newsagents.

The June 2009 issue, which I bought recently for ten pence in the OXFAM shop, contained a rare naval delight, a four page illustrated article on the subject of the creation and development of Bulgaria's small but very active fleet during the 'Liberation War' against the Ottoman Turks in 1877-1878. The article, by Kaloyan Pancheliev, is entitled '*The SS.OPYT*' after the first paddle-steamer warship donated to the new state of Bulgaria by Russia in 1879. As an account of the development of a small European fleet it's interesting, touching briefly on the events of the 1877-78 War, on the important yet brief Serbo-Bulgarian War of two weeks in 1885, and the tense relations with her bigger neighbours until the outbreak of the Balkan Wars. All viewed through the perspective of a small man of war, later a Royal Yacht which would be little thought of in most European navies of the time.

If you can find a copy, say through the British Library document access scheme at the local library, it's very well worth a little time reading. Pancheliev certainly provides information on the value of river and coastal communications in war. It also informed me of that in October 1877, '*Opyt*' took part in what must surely have been the last ever attack by fire-ships in history, during a raid by the Russian flotilla against the Ottoman ships in the port of Silistra.

Now there's a brilliant Ironclad era wargame for you!

Incidentally, if you want a model of the ship, then in the Navwar 1/1200th scale series, ACW64 'Mars' a British built paddle steamer blockade runner looks almost identical to '*Opyt*'.

Rob Morgan.

The story of the recovery of the Ship's Bell from HMS HOOD was covered in many newspapers. The following is an abridged version of an excellent article in the Daily Mail.

The Bell of HMS HOOD has finally been recovered from the depths of the North Atlantic and will be put on public display following a successful expedition led by billionaire Microsoft co-founder Paul Allen.

Allen, said to be worth some £11.5bn (\$17.8bn), deployed his luxury 414ft luxury yacht Octopus and a custom-built submersible for the successful removal of the artefact, which lay near the wreck of the battlecruiser at a depth of 2,800m (9,200ft).

In 2012, Allen lent his state-of-the-art equipment to a British party, which located the bell but were unable to lift it due to strong currents and bad weather at the site, between Iceland and Greenland. (See AGB 215 September 2012 for a few words on the unsuccessful attempt).



Deep sea mission: A suction device lifts the Bell from the sea floor during the successful expedition

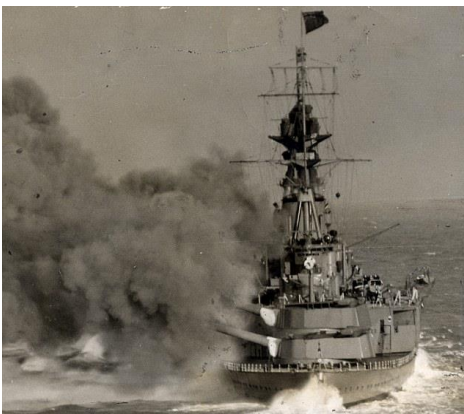


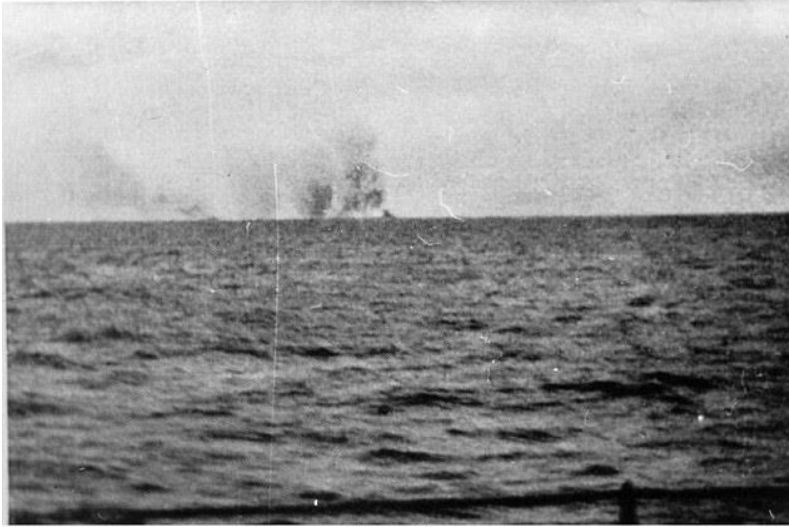
Now on dry land, the Bell will now be shown at the National Museum of the Royal Navy in Portsmouth after a program of conservation, which could take up to a year due to damage caused by the seawater.

HMS HOOD sank on 24 May 1941 after being hit by several shells during the Battle of Denmark Strait, one of the fiercest naval encounters of the war. Catastrophic explosions rocked HMS HOOD, leading to the death of 1,415 Naval personnel - the biggest loss of life ever suffered by a single British warship.

Launched in 1918, she came to symbolise the power of the British Empire and was well-known to the wartime public as 'Mighty HOOD'. The ship's invincible reputation and subsequent loss had a deep effect on morale and the precise cause of the sinking remained a controversy for some years.

The Mighty HOOD.





This picture from the German Federal Archives shows the moments after HMS HOOD was hit and exploded.

On the evening of 21 May 1941, battle cruiser HMS HOOD and battleship HMS Prince of Wales were ordered to leave Scapa Flow immediately and head for Iceland, from where they could intercept the German battleship Bismarck and cruiser Prinz Eugen, which were attempting to break out into the Atlantic through the Denmark Straits.

The cruisers *Norfolk* and *Suffolk* were already in the area and they shadowed the two German ships and called for assistance rather than engaging the German vessels directly in what would have been an uneven contest.

The HOOD, an unmodernised ship commanded by Vice Admiral Lancelot Holland, lead with the new and untried *Prince of Wales* following. Both groups of ships were steaming directly towards one another, although due to damage to the radar system on the *Bismarck*, the German commander Admiral Lutjens was unaware of the approaching enemy.

Just after midnight on 24 May, contact with the *Bismarck* was temporarily lost and only regained again at 3am, causing Holland to alter his course to meet the enemy. At around 6am, visual contact was made with the German ships, and Holland again changed course to meet the opposing battleships head-on, opening fire on the lead German ship which he erroneously believed to be the *Bismarck*.

The *Prinz Eugen* and *Bismarck* concentrated their fire on HMS HOOD, which continued to steam towards them, before starting a turn to bring all her guns to bear and to absorb salvos on her thick side armour. It is believed that, HMS HOOD was hit first by an eight-inch shell from the *Prinz Eugen* which ignited ammunition stored on her deck, and then by a 15-inch shell from the *Bismarck* which hit her magazine amidships, causing a massive explosion and breaking the HOOD in two.

The HOOD sank almost instantly, taking with her 1,416 men, among them Vice Admiral Holland.

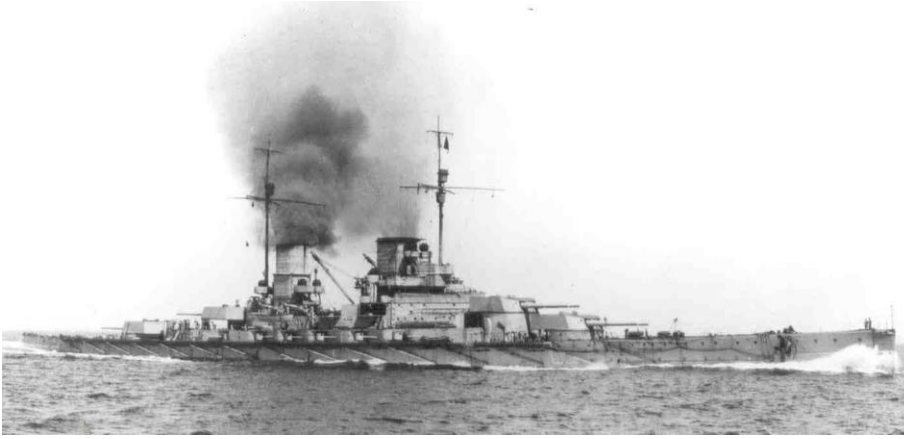
Commissioned in August 1940, the Bismarck, at 45,000 tons, was the largest battleship in the Kriegsmarine (German navy) and contravened the Anglo-German Naval Treaty of 1935 which limited German battleships to a maximum of 35,000 tons.

In mid-May 1941, under the command of Admiral Lutjens, the Bismarck and the cruiser Prinz Eugen broke out into the Atlantic. It was the ship's first operational mission. Admiral Tovey ordered the British cruisers, NORFOLK and SUFFOLK to shadow the German ships in the Denmark Strait. The Bismarck opened fire and the outgunned British withdrew out of range, maintaining radar contact and awaiting the approaching battleships HMS HOOD and the PRINCE OF WALES.

The arriving British ships concentrated their fire on the Prinz Eugen, believing her to be the Bismarck, allowing the Bismarck to fire several volleys which sank HMS HOOD and seriously damaged the PRINCE OF WALES. The crippled POW used her radar targeting apparatus to fire on the Bismarck, destroying her fuel lines and slowing her down. Forced to make a decision, Lutjens elected to make for occupied France for repairs and sent the Prinz Eugen on her way alone.

Contact with the Bismarck was lost for several hours on 26 May, until Lutjens unwisely radioed Hitler and betrayed his location. Antiquated Swordfish biplanes from HMS ARK ROYAL, by now part of the British flotilla, were used to prevent the Bismarck escaping, and a torpedo from one of these biplanes struck the decisive blow to the Bismarck, jamming her rudders.

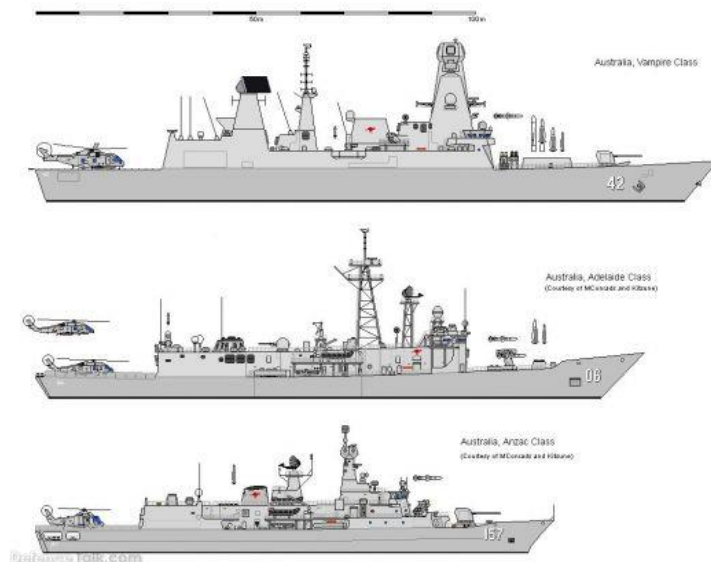
Admiral Tovey on board the flagship HMS KING GEORGE V with the battleship HMS RODNEY engaged the Bismarck on the morning of 27 May. Unable to manoeuvre, the Bismarck stood little chance and was finally sunk by (opened sea cocks and scuttling charges) two torpedoes fired by HMS DORSETSHIRE, having withstood two hours of bombardment. Admiral Lutjens went down with the ship, along with 2,089 others.



SMS LUTZOW

Defflinger class battlecruiser SMS LUTZOW scuttled during the later stages of the Battle of Jutland while valiantly attempting to reach safety. The RN Museum, Portsmouth would like to mark the 100 years since the Battle of Jutland in some way. Can you help with painting models in advance and/or helping present a Jutland game of some sort? Everything is “maybe” and “what can be done” stage at this early time.

The Royal Australian Navy - the Adelaide Class FFG.



The RAN originally had six of these multi-purpose warships divided between its two main bases; Fleet Base East in Sydney and Fleet Base West in Perth. There are now only four ships still in service, with HMA Ships *Adelaide* (II) and *Canberra* (II) decommissioning in recent years.

These Adelaide Class frigates are based on the US Navy Oliver Hazard Perry design. The first four ships were built in the USA with subsequent modifications undertaken in Australia. The last two were constructed in Australia with all modifications incorporated.

Each FFG ship is a long-range escort ship with roles including air defence, anti-submarine warfare, surveillance, interdiction and reconnaissance. The ship is capable of countering simultaneous threats from the air, surface and sub-surface.

These ships were the first RAN ships to be powered by gas turbine for the main propulsion and can be underway from cold in less than 30 minutes. Two forward mounted, retractable auxiliary propulsion units provide a secondary means of propulsion plus excellent manoeuvrability in confined waters.

The FFG's principal weapons are the Standard medium range anti-aircraft missile and the Harpoon anti-ship missile. A 76mm gun to counter both air and surface threats is fitted forward of the funnel and one 20mm Phalanx close-in-weapon system for anti-missile defence is located above the helicopter hangars.

For long range anti-submarine tasks, the FFG is equipped with a flight deck and hangars for two S-70B-2 Sea hawk helicopters. For close in anti-submarine defence, the ships are fitted with two Mk32 triple torpedo tubes.

The FFG's sensor package includes long range radars for air and surface surveillance, electronic warfare surveillance sensors and a medium range sonar for the detection of submarines. A computer based command and control system processes information as well as target data received by data link from other ships and aircraft

Royal Australian Navy.

The new, August 2015 issue of *'The Mariner's Mirror'* contains an interesting article entitled 'On a New Bearing' by Steven Paget; it's an account of the RAN's involvement in the Vietnam War. Between 1967 and 1971 a single destroyer was deployed, including the British designed Daring class *HMAS Vendetta*, easily converted from the Airfix 1/600th model, incidentally. The article is not about combat or the service of the single RAN unit, but about interoperability, and the move of the Australians away from British designs and British weaponry towards a more suitable and effective American model, and not as the author writes, for the Australians '...to be stymied by their traditional attachment to the RN...'. Especially following Britain's utter abandonment of South East Asia as an area of interest and influence in the previous decade, and Australia's need to find support elsewhere. There are comparisons made with the US Charles F. Adams Class and this is in many ways a detailed and to the wargamer valuable consideration of how the modern allied fleets need to and can become mutually effective and supporting at sea. Interestingly, the Australians initially showed interest in the County design, but regarded the Sea Slug as 'unimpressive' preferring the weapons fit of the Charles F. Adams with its Tartar missiles and 5in guns over the British 4.5's. The link was severed, and this eventual purchase makes for an interesting tale.

Sadly there is an all too brief description of the operations of the RAN in Vietnamese waters, *HMAS's Perth, Hobart, and Brisbane* served, but it's the complexities of supporting the RAN's Daring, which provides the backbone of the piece. I would have been interested to learn more of what the RAN 'contributed to

in-country river operations ' during the course of the war. The change from being moulded on the British model to needing to be compatible with the Americans model of warfare is well worth reading. You'll find it on pages 289-303.

Rob Morgan.

August 2015.

Dave Manley's Stingray game won the award for "Best Participation Game" at the Thornbury Show. More details on DM's blog with photographs.

<http://dtbsam.blogspot.co.uk/2015/08/stingray-wins-at-ipms-avon.html>

Well done David.

The following is from Todd Kauderer.

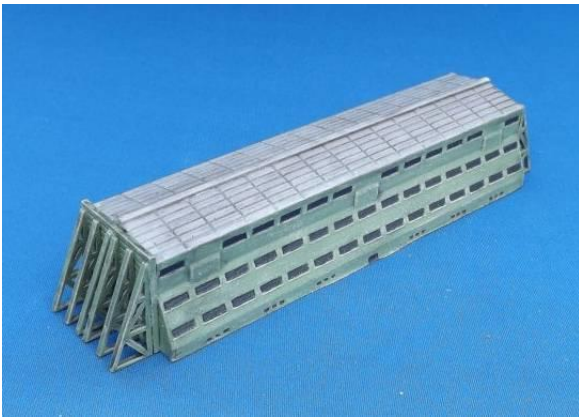
I do not know if the group is already aware of this but during our recent Historicon Convention is was looking at all the vendors and came across PicoArmor.

Always curious about new people and when I saw their sign that showed they build 3mm armies I had to have a look at these tiny things.

However, I was very surprised to see they also sell a very large line of buildings and defenses that I think will work wonderfully with 1:2400 and 1:3000 ships.

I particularly liked the Atlantic Wall Sets with all kinds of coast defense bunkers and the RAF Fighter Base set that can be augmented by larger hangers and even airship hangers.





They also do lines of different European towns, ports, and even the nicest power station model.



For those of us who also like earlier periods there is a line of European and ACW forts like Fort Lupin.

(Sorry Todd for some reason the picture will not copy)

Finally, they have a line of very small aircraft and decals like this French Br-693. I am not sure of the scale.



Although this is the address for the US distributor, he says he gets most of the models from UK companies.

<http://www.picoarmor.com/pico-products.cfm?id=242&m=6&p=PicoTerrain%20-%20Brigade%20Models>

PicoArmor
c/o John Gibbon
344 Glenwood Dr. #203
Bloomington, IL 60108 USA
p. [847.772.8794](tel:847.772.8794)
john@picoarmor.com

Lord of the Sea. Available as a reasonably priced download from Wargame Vault.

http://www.wargamevault.com/product/154102/Lord-of-the-Sea?src=hottest_filtered&filters=40104_0_0_0

Fast Play Medieval Naval Rules, for fleet actions, tactical battles and campaigns

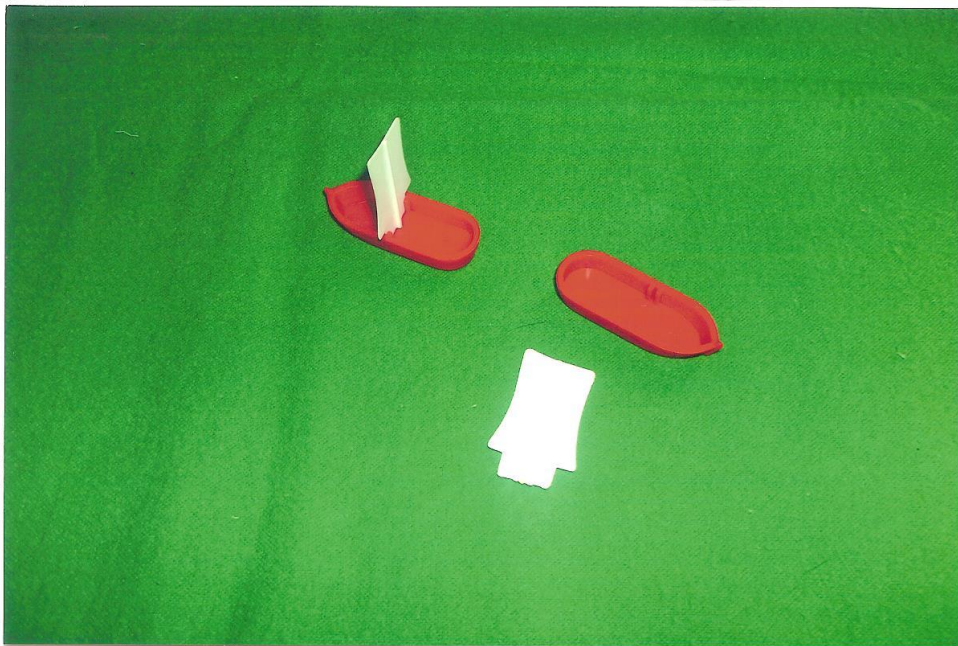
By David Manley

A collection of fast play rules covering individual ship actions, major battles and featuring an extended campaign system, "Lord of the Sea" is centred primarily on naval actions in Northern European waters in the 13th to 15th centuries. The rules have been written with 1/1200 scale models in mind, their inspiration being the models designed by Outpost Wargaming Services and others.

Two Ship Models from "ATLANTIS".

I have mentioned the Waddington's board game '*Escape from Atlantis*' in the past, and having come upon another knocked about and incomplete set for sale at £1 in the PDSA shop, I bought it because the ten two part hard plastic ship models in the set were intact and usable. This new acquisition, by the way, is one of the old style sets, the new '*Atlantis*' is a little more sophisticated in terms of the box contents.

It seemed appropriate to write up the notes I'd made about these little models and add a few photographs, so here they are. The first photo with the red plastic hull, 40mm long, 15mm wide and 8mm deep and has a hard plastic flat white sail which slots into the base and stands 30mm tall. The hull is very usable, with an added steering oar and crammed full of 10mm or a few 15mm figures it will make a 'Curragh' style raiding boat- the hull needs little work if any, but the sail should be reduced in height and perhaps a more solid 'mast' cemented behind it, a little bit of detail and cargo perhaps, and you've got a useful, basic wargames model. It does need undercoating and care when painting. A handful of the 'Peter Pig' or 'Mick Yarrow' kneeling paddlers and a couple of warrior figures and the boat can travel a great distance around the northern hemisphere. In that instance lose the sail. If I wargamed on land that much these days, then the ten hulls would make a pontoon bridge in 10mm, 15mm or even 25mm scale, just add a roadway.



The second photo is of the ship from the later *'Atlantis'* set. It's a 'galley' of sorts. It's made from hard brown plastic, 50mm long, 30mm across the oars, and with a removable mast and sail in light grey slightly softer plastic standing 35mm tall. It would make a decent ancient galley for a quick game, looks a bit 'fantasy' or *'Voyage of the Dawn Treader'*, but who cares!

The problem is, and one of my reasons for writing up this note is to seek advice among the brethren reading the newsletter, the three holes in the 'galley's' deck. Each is 10mm in diameter, and 2mm deep, they are intended to hold the game's figures as they escape from the sinking island, but the bases are about 3.5mm deep and my first idea of cutting them away from the individual figures and cementing them into the decks had to be passed over. The making of a template and adding a deck and quarterdeck to each model's a possibility, but I want to make this simply rather than spend hours. I think with a mob of 6mm figures swarming around the deck and a bolt shooter in the bow a decent wargame model's going to be the result, but.... Does anyone know if there's a 10mm by 2mm deep plastic or metal disc available commercially? I can't find one if there is. Or, and I haven't used the stuff for years and am not now familiar with what's available, but is there a specific filler which would work on this type of model, given that the depth is to say the least, shallow?

Any suggestions?

Rob Morgan.



SIGNAL PAD!

If you would like to contribute to the next edition of "Battlefleet" that would be great. It would help David Manley but not essential if you could use MS Word, 10 or 11 point with footnotes rather than endnotes.

Coming in October's AGB: HMS REPULSE and how do you get from one submarine to another without getting your feet wet? The last VC of the Second World War. Plus lots more.

Naval Gaming Convention

NAVCON is exclusively dedicated to NAVAL wargaming encompassing miniatures, board games, card games, and more of all Eras - from Ancients, to Modern.

Friday, October 2	7pm - 12am
Saturday, October 3	8am - 12am
Sunday, October 4	9am - 5pm

Gaming events available on Friday, Saturday, and Sunday!

Admission: \$20 - Adult (18 or Older), \$12 - Students and Active Military

Convention Locations

October 2-3	October 4
Salvation Army Community Center 8853 S. Howell Oak Creek, Wisconsin	Holiday Inn Express & Suites 1400 W. Zellman Ct. Milwaukee, WI 53221
Within walking distance of Starbucks, Panera, Dairy Queen, Quizno's, Papa John's, Chipotle, and McDonald's.	Hotel provides discounted rates for NAVCON attendees.
View map	View map

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)

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