



# All Guns Blazing!

## Newsletter of the Naval Wargames Society

### No. 273 – JULY 2017

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#### EDITORIAL

Last year saw the centenary of Jutland and the Somme. This year the commemoration of the Third Battle of Ypres, commonly known as Passchendaele, will start with a traditional Last Post Ceremony at the CWGC Menin Gate in Ypres on the eve of the centenary, 30 July. The ceremony will give thanks to those who have remembered the British and Commonwealth involvement and sacrifices every evening in peacetime since 1928.



*Assault on Passchendaele 1917: A soldier running along a corduroy track through Chateau Wood.*  
Copyright: IWM.

The ceremony will be followed by a series of live performances, open to thousands in Ypres' rebuilt Market Square, that tell the story of the Battle. Images and film will also be projected onto the town's famous Cloth Hall.

On the 31 July 2017, 100 years after the first day of the Third Battle of Ypres, the focus will shift to the 12,000 graves and 35,000 names on the Memorial Wall to the Missing with no known graves at the CWGC Tyne Cot cemetery, which bears witness to the ferocious battle.

While the Somme and Jutland hold a powerful place in the national psyche of the UK today, during the First World War, Passchendaele and Ypres were household names. The battlefield is closely associated with terrible fighting conditions, and was the first time poison gas was used in battle on the Western Front. The story of Joey the War Horse, was set in this part of the Western Front. And Harry Patch, who became known as the Last Tommy, was conscripted and fought at Passchendaele.

The Centenary of Passchendaele, the Third Battle of Ypres is a key part of the UK Government's four year programme to commemorate the Great War.

Fighting commenced on the Ypres Salient between Commonwealth and German forces in 1914, and continued throughout the war. The Battle was the first major Allied offensive on the Ypres Salient. The ferocity and horror of the battle is encapsulated in Siegfried Sassoon's famous line "I died in hell - They called it Passchendaele"

Well done to David Manley and those that helped before and on the day of the Midway 75<sup>th</sup> Anniversary re-fight which took place on Saturday 10<sup>th</sup> June. The venue was the function room of a top class country pub, "The Tudor Arms", Slimbridge. I was on the losing side – the USN on this occasion. At one stage it looked good for the USN, the first airstrike by the Japanese failed to inflict much damage to the Enterprise and Hornet Task Force. The Yorktown air-group launched against a two carrier surface fleet only to discover four carriers and two battleships, plus cruisers and destroyers. The pilots thought that major damage was done to one carrier only to discover at the post game wash-up that the damage was not that severe. The Japanese launched a devastating counterstrike sending Yorktown and one AA cruiser to the bottom and crippled a second AA cruiser. The pub had real ale and cider to drink and top class pub grub. A marvellous time was had by all.

Norman Bell

SEA QUIZ 62. A reminder of the questions:

1. Who was the last Lord High Admiral?
2. Who commanded the Russian Black Sea Fleet in August 1915?
3. What was 'Operation Judgement'?
4. When is a warship said to be moored?
5. How many sieges of Gibraltar were there?

For those few who struggled with the Quiz last month, here are the answers. An uncomplicated set of answers (I hope!).

1. William IV, when he was Duke of Clarence.
2. It was, you guessed, Admiral Kolchak.
3. This was the code name for the Taranto Raid.
4. Well, to be moored a ship has to have two anchors down; or be made fast to a buoy. 'Simples' as the Meerkat said.
5. It was 13!

The Battle of Calabria in July 1940 is famous on two counts: HMS WARSPITE hit the Battleship CESARE at a pre-radar record of 15 miles and it was the first time since Nelson's day that the signal, "Enemy Battle Fleet in sight", was made by the RN in the Med.

### SEA QUIZ 63.....

A veritable mixture this month!

1. Which navy launched a torpedo armed air-cushion boat in 1915?
2. Where was Haulbowline Naval Base?
3. Name ten British warships named after mammals.
4. Which early destroyer was lost in the North Sea on trials without guns or torpedoes?
5. Which Monitor was intended to serve as Coast Defence Ship at Bombay?

Best of luck, just in case you need it.

Rob Morgan

Ed Note: I can think of four mammals off the top of my head but after that I'm struggling. No, hold on – five mammals.

Members of Team US Navy participate in the Navy Wounded Warrior Walter Reed Adaptive Sports training camp. The camp focuses on wheelchair basketball, sitting volleyball and swimming to help prepare the athletes for the 2017 Department of Defense Warrior Games, which kick off June 30 in Chicago, Ill. U.S. Navy photo by Mass Communication Specialist 2nd Class Charlotte C. Oliver (Released) 170610-N-HV737-072



## SLUYS and the 100YW.

I've been preparing a Battle of Sluys article for a long while, ever since I bought a handful of those delightful Outpost Cogs\*, intending to add them to one of my varied medieval fleets. It seemed that they didn't 'fit' with many of my cogs, and converted galleys, but might easily make the handful of huge warships which were captured earlier by the French, like *St. George* and *'Great Christopher'*, as they do have a very stylised look.

Sluys was without doubt the great opening victory of the 100YW, and the greatest Medieval sea-fight as far as Kings of England went, but nothing won afloat, however decisive, was ever permitted to rank alongside battles where chivalry could be formally displayed. The campaign I'm working on is still in progress and won't be in 1/1200<sup>th</sup> scale, or in 1/600<sup>th</sup>, another slight possibility. I've decided to return to a group of attractive models I bought and painted up in the early 1980's, in 1/3000<sup>th</sup> scale.

These are Bill Lamming's original Medieval Cogs.

They cost, if I remember about 8p each then, and I invested in a lot of them. A few first to see how they would paint up, then about fifty or so. Took me a while to paint, the hulls, simply sprayed Humbrol Matt Dark Earth; with the sails, I chose to use emblems such as City and Noble arms, and I painted the fore and stern castles with different colours one to a ship, to denote a 'Red Cog of Youghal', or 'Yellow Cog of Rye', and so on. Perhaps a little over elaborate for the period, not all ships sails were painted.....but then a ship was in many ways like a company of foot soldiers, and should be liveried and bannered accordingly.

The moulds for Bill Lamming's exquisite little cogs are, these days, still with Tony Barr of ERM,.....[www.eastridingminiatures.co.uk](http://www.eastridingminiatures.co.uk) Sadly I don't have a date when they are likely to be re-released, though models of this quality deserve to be, and soon. There's a lot of detail on the models which are some 10mm long mounted on a sea-base, and 12mm high, fighting top, castles and billowing sail are well moulded, and for though I didn't do so with my 'quick wargame' build, had I felt inclined to 'super-detail' then a foremast, spar, and lateen mast could be added with little or no effort. In this case, these days I'd undoubtedly use the excellent 1/2400<sup>th</sup> 'Tumbling Dice' range small ships as a

source of additional masts and sails. In fact in my Sluys scenario, 'Tumbling Dice's' excellent 1/2400<sup>th</sup> Renaissance range will be the source of most, probably all of the smaller warships and followers in both French and English (and Genoese) fleets, as they do fit in with 1/3000<sup>th</sup>, and are in fact rather similarly based.

The first photo is of Lamming's 1/3000<sup>th</sup> Cogs, from a mix of flotillas and fleets, Pisa, Genoa, Messina, and the Hanse are all shown here, with 'flagships' bearing a large streamer from the mast top for 'leader' identification. The simple, and now quite ancient, paint jobs, I know I painted them all up in the Winter of 1981-82, do show just how attractive a small scale medieval wargames fleet can be.

The second group, again of Bill Lamming's cogs are Genoese, with a single 'London' ship among them, warships of the Republic of St. George. These splendid vessels are being harried by three Galleys, again 1/3000<sup>th</sup> scale, about 18mm long on the base, and with no modification from the 'ancient' version they were produced as, than a shortening of the ram- you can see the expanse of 'sea' beyond the bow of the craft. Now, I have a decent group of these smaller galleys, and another group of larger galleys with mast and square sail fitted, or aversion with no mast at all. I'm not sure at all where they came from i.e who manufactured them, as I was if I recall sold them at a knockdown price at a far gone wargames event. Two pounds fifty for about thirty unpainted galleys, big and small, comes to mind.....but does any reader recognise their origins?

I didn't undertake the obvious conversion that tempted me at the time, that is to remove the Cog's mast and sail, and add a pin mast and spar, thus making a Cog at anchor. Maybe next time.....

More follows.....

\*[www.outpostwargamesservices.co.uk](http://www.outpostwargamesservices.co.uk)

Rob Morgan.





## WWII.....Flame Barrage.

It was John Jervis, Lord St. Vincent who said of Bonaparte's rabble, *'I do not say they cannot come, I only say they cannot come by sea.'*, and this is another of those intriguing weapons devised to prevent, in this case, a German invasion. The May 2017 issue *'The Mariner's Mirror'* ( Vol 103:2) contains a short item by R.G.Hart ( pp.217-219) on the fifty miles of flame barrage intended to be installed along the South Coast of England to oppose *'Operation Sea Lion'* early in the war. In fact the actual length of flame barrage defences turned out to be only ten miles or so at key invasion threatened points, but Hart provides a decent, readable account of the research and development of this amazing weapon.

The fuel was supplied by two large bowsers, tankers on land- through underwater pipes, a range of fuels were used, petrol, diesel and heavy viscous oil, and it seems from detailed test results that a *'....boat stopping.....continuous bank of flame and smoke fully thirty yards in width'* could be controlled and adjusted for thirty minutes consuming only four tons of fuel! Good wargame point that! The weapon was ignited incidentally by Admiralty pattern flare canisters, remotely operated.

The results varied, according to wind and weather, but a fair assumption of the quality of attack craft available in the first two or three years of war, would be that any invasion would have to be carried out in decent weather. Part of the flame installation, almost all of which was underwater scaffolding, suffered damage in late 1940 during a storm ( shades of 'Mulberry Harbour'?) and though the usual reason for no invasion taking place( the Royal Navy of course, ably assisted by the RAF) prevailed, a bizarre cohort of legend grew up around the Flame Barrage. The writer provides four titles which deal with this device, and there seemed to be potential for a larger weapon system.

A second 'what if' for wargamers in the East, deals with the capture of Singapore in 1942. Yamashita commanding the Imperial XXVth Army bombed and shelled the huge oil storage tanks on the island, because the Germans had told him that the British could create a burning sea, and he feared the loss of his attack force, in their boats crossing the Straits!

Rob Morgan

## EARLY DAYS Part 5

It may be of interest that the same WW1/WW2 gunnery systems were used from the start of the NWS until some 28 years later. "We never found anything better" was a quote spoken to me in the mid 90's. Other systems were probably tried, but the '1966' rules persisted (developed for home use in the late 1950's)

In Vol 21 Issue 1 of 'Battlefleet' June 1995, an 8 page article was published on the subject of battle damage inflicted at Jutland, written by H.G.W. Davie. The author tested five then popular rule sets to determine which was most accurate in recreating the very near fatal damage inflicted on SMS 'Seydlitz' during the battle. The '1966' system, despite its extreme simplicity, beat the others easily, which either SANK the ship much too early, (ie with the same number of 8-15in 6-13.5in and 8-12in shells which nearly sent her to the bottom), or required an excessive number of additional hits to do the job. The NWS rules severely *crippled* "Seydlitz" and reduced her guns and speed by half, practically duplicating the actual effects.

The system rated "Seydlitz" 36,000 points. i.e. 26,000 tons plus 1,000 for each inch of main belt armour, so her 10 inches adds another 10,000 points. A 4,500 ton cruiser with 1" armour would have 5,500 points. Simple, but why dream up a more complex formula that won't do the job any better? It is generally reckoned that between 20-35 hits will sink a class of ship that is equally matched. ie HMS "Chatham" v SMS "Konigsberg 2" with 20- 6in hits but less if fighting a weaker type such as "Magdeburg" at only 4,500 tons. and armed with 4inch guns, but not always obviously. The rules were pretty accurate regarding heavy guns, but less so for 9.2in and smaller. The modified table below largely corrects this. It is based on reducing all pv by eliminating the last figure of a ship's pv, so "Seydlitz" 36,000 points is reduced to 3,600 and a 900 ton destroyer to 90 (ie not 900) as before. However destroyer points only are doubled. (To 180 in the example) a 'cheat' as otherwise they would be sunk by too few hits. The table is only for WW1 ships. I have separate ones for 1905 and WW2.

15in	190	13.5in	140
12 in	110	11in	90
9.2in	78	8in	70
7 inch	60	6 inch	42
5 in	32	4 in	20
	3 in/ 12 pdr		11

The original NWS procedure used incremental range increases and playing cards for scoring hits/misses. It is easier though to have simply Long, Medium, and Close ranges, varying for Heavy, Medium and Light guns. A simple way to register hits is to use a 20d, but ignore rolls above '15' (reroll) i.e. Firing 6 guns. 1-6 = Score from 1 up to 6 hits. 7-15 = No hits. Obviously one salvo will represent firing perhaps six times. A ship loses half guns when 50% of pv is lost and half speed when 66% is gone. (Based on the Jutland Experience) Long Range -2. Close Range +2. Other ships firing at destroyers -4 Only 6 inch and smaller guns may shoot at them.



The charts can and were later 'beefed up' somewhat, and special effects and other gunnery modifiers can be added, but even in its most basic form as shown here, it still outperformed the opposition in the realistic end result department. And one person can control quite a lot of ships too, another advantage for those who like to fight big battles!

Phil Dunn.

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### “Too Big to Sink?”

The May 2017 issue of ‘*PROCEEDINGS*’ the US Naval Institute journal contains this interestingly titled, and arguably unusual, article by Lt. Jeff Vandernegel USN, between pages 18-24. Its subtitle should undoubtedly be thoughts on losing a US carrier in war, one of the big *Nimitz* Class\*, he reminds us that each Carrier costs around \$12 billion, and carries a crew of 5,000.

*‘Nothing in the past few decades points to the demise of the aircraft carrier as the premier weapon of naval combat.’* He writes, and suggests that the carrier has been pre-eminent in victory at sea since Taranto (certainly so) to Iraq and Syria (An interesting argument there surely?). The loss of a carrier, to any fleet, would have an extreme impact, he says, quoting Rear Admiral Walter Carter Jr. USN..... *‘We don’t know how the carrier would fare in modern combat.’* Vandernegel describes the only major naval combat since WWII as the Falklands War, and he quotes Admiral Sandy Woodward....

*‘Argentinian Commanders failed inexplicably to realise that if they had hit Hermes, the British would have been finished. They never really came after the one target which would surely have given them victory. As it was we fought our way along a knife edge.’*

In a very readable article with plenty of good references, he concludes that... *‘A fleet of smaller ships such as Singapore’s RSS Formidable could be more lethal and more survivable.’* The six heavily armed French designed stealth frigates of this particular class form the backbone one of the best small fleets currently in the Far East. \*

Sadly, I don’t have a photo of one of my *Nimitz* models, because I don’t have any, models that is. However, there is a brilliant novel by Patrick Robinson ‘*Nimitz Class*’ published in 1997, which deals with just such an event as a carrier loss, must read it again.

Rob Morgan.

## ‘US Warship names?’

I was reading the US Naval Institute’s May 2017 issue of ‘PROCEEDINGS’ earlier, and as always it contains an interesting range of articles, and this one caught my eye.

*‘We Must Change How We Name Ships’*, by James Young, considers a ‘new’ approach to the naming of warships in the American fleet, and of course there are quite a few to name! Young suggests this....

Carriers.....should be named after former US warships, battles and national ideals.

Cruisers.....after cities of 1m+ people or state capitals.

Destroyers and Frigates....after USN and Marine Corps holders of the Medal of Honour or Navy Cross. Or ‘service pioneers’, ‘firsts’.

Littoral combat ships...after cities of less than one million people.

Ballistic Missile submarines...after states of the Union.

Attack submarines....after fish or marine creatures, including fictional, i.e. mermaid or kraken.

Amphibious ships....after battles.

Support vessels... after signatories of the Declaration of Independence.

The reason for the article which is to say the least interesting, is not fully explained, but Young does say that the US has just endured fifteen years of consistent war.

Interestingly, if the suggestion is followed a future USN cruiser could be ‘USS Bismarck’, possibly a difficult choice, historically. But my own serious interest, and James Young should be heartily applauded on this point, is that a future US support fleet might well have sixteen vessels named after Welshmen! Since the Welsh were the largest recognisable group to sign the Declaration, and Wales provided most of the first six Presidents. But Presidents, or former Presidents, alive or dead, are excluded from Young’s list. I wonder why?

Rob Morgan.

## Mulberry Harbour in 1/3000<sup>th</sup>.

A new series of 1/3000<sup>th</sup> scale components and accessories for the two great post D-Day harbours produced by Mick Yarrow Miniatures, provide an unusual and interesting table-top element for a Normandy wargame. Of course, there are a few possibilities beyond that for several of the items!

Here’s the list, harbour elements first...

3410 ‘Corn Cob’ Grounded Liberty ship 80p

3411 ‘Corn Cob’ Grounded Cargo ship 80p

3415 ‘Phoenix’ Caissons + a/a post x2 80p

3416 ‘Lobnitz’ pier heads x 2 80p

3416A Whale & Beetle roadways x3 80p

The 'Phoenix', 'Whale' and 'Beetle' elements, combined with the 'Lobnitz' ( where did that name come from?) pier heads make for a decent harbour, if you assemble around half a dozen packs. There are so many photographs available of the Mulberries that the set-up will be well known to most naval wargamers. Remember, there are two excellent, accurate drawings of the Arromanches and sadly destroyed Omaha harbours at pages 84-85 and 86 in '*The Penguin Atlas of D-Day and the Normandy Campaign.*' By John Man; from these you can assemble both in full or stylised versions.

The 'Phoenix' caissons are sturdy, based-20mm long, 10mm wide, and 6mm high. Topped with an A/A platform and gun. These blocks can easily be painted up to represent heavily loaded barges in 1/1200<sup>th</sup>, even 1/600<sup>th</sup>, just be rounding the sea base to a more suitable shape, and replacing the gun, or removing it entirely. Any period at all, from the Napoleonic, ACW and WWI onwards. The 'Lobnitz' pier-heads are more 'singular' in use, but have the potential to become pontoon bridges in larger scales, 1/300<sup>th</sup>. Or with naval games in other periods, as basic floating batteries, you'd need to add 1/600<sup>th</sup> ACW guns from 'Peter Pig' or 'Tumbling Dice' for this option. The 'Whale and Beetle' roadways and pontoons might make pontoon bridges for earlier wargame periods, in 1/1200<sup>th</sup> or 1/600<sup>th</sup> scale, a pack will cross roughly 50mm of river or harbour.

Take a look at the two 'Corn Cob' blockships, they are neatly sea-based, and though they sit rather deeply in the water, a bit over the Plimsoll line, at 80 pence excellent value for standard sea use...3411, the cargo ship will fit with 'Tumbling Dice' early C20th warships in 1/2400<sup>th</sup> for instance, but would need a little extra detail for that purpose. The Liberty Ship type is an excellent, well detailed model too, but obviously limited to WWII and post-war scenarios. Mine will join my Red Navy as one of the half dozen such ships which were actively used by the Soviet fleet until the 1970's, '*Dekabrist*', '*Orel*' or '*Sergei Kirov*' among them.

There are a several more 'Mulberry-related' ships in the new group of models.

3426, a tug and barge a single piece moulding, 2 in a pack - 50p. Useful, small, only 20mm long overall, but useful.... As a small river tug with tow, the tug's funnel is easily replaced with a taller one, and the barge load increased in any one of half a dozen ways, then, for ACW, in 1/1200<sup>th</sup> or 1/2400<sup>th</sup>, or 1/3000<sup>th</sup>. I think they look good with the 'Tumbling Dice' 1/2400<sup>th</sup> ACW ironclads and gunboats. Possible use in WWI off Gallipoli, or in the North Sea, or a few other late C19th or C20th sea scenarios.

3406, two small coasters, at 50p- basic but can be added to for most WWII and Cold War scenarios. Two in a pack, 25mm long, superstructure aft, small funnel. Will serve as convoy, coasters, ice-breakers etc. in 1/2400<sup>th</sup> or 1/3000<sup>th</sup> and as much bigger vessels in 1/4800<sup>th</sup>. You can add gear, containers, etc. to the forward deck which is 10mm long and 4mm wide.

3405 is a version of the coaster with a small barrage balloon on a 15mm long sprue, and these were used, but the balloon, it occurs to me might have a use in another wargame scenario, a mass of them looks quite good.

3428 at 50p is two barges with balloons, and pack 3412 provides two large balloons for 50p. Again useful.

Finally, the series includes two packs at 50p each, one, 3413 is a group of 10 tanks and trucks, based, and about 4mm long in each case; pack 3414 is a group of 10 tanks, useful not only for adding to the 'Mulberry' scenario, but potentially for a wider range of naval purposes. They can be used for Allied or Axis forces, or post WWII in fact. You could add them to transport vessels, to the barges or small coasters, or piled on liberty ships as lend lease cargo for Russia. That's it. A new and interesting and inexpensive range, worth taking a look at.

Rob Morgan.







Is it real or is it one of the superb models belonging to Members of The Portsmouth Model boat Display Team. Picture 2 is a giveaway.



<http://www.pmbdt.co.uk/GALLERY.html>

Type 45 Destroyer HMS Daring has returned to Portsmouth after spending nine months at sea protecting some of the world's most vital shipping lanes.

Hundreds of families and friends were at HM Naval Base Portsmouth to welcome home the warship. During her time away, she visited 12 countries, steamed 50,000 miles and undertook 20 patrols of the Bab-al-Mandeb strait to reassure merchant vessels and keep the sea lanes open for trade. Daring operates with the Royal Navy's newest type of helicopter – the Wildcat Mk2 – with its cutting-edge targeting system and surveillance radar to help reduce the threat of waterborne attack.

After passing east of the Suez Canal, Daring carried Royal Navy and Royal Marine boarding parties to counter piracy, terrorists and smugglers. The destroyer then went on to undertake 20 journeys through the Bab-al-Mandeb strait, protecting 800,000 tonnes of shipping and ensuring the critical choke point remained free flowing for international trade. Around 95 per cent of Britain's economic activity by volume depends upon the sea and a vast amount of global trade passes through the region.

HMS Daring's youngest sailor was 19-year-old Able Seaman Jake Hobday.

*"I have made great friends and it has been amazing sharing this deployment with them. My highlights have been skydiving in Dubai and celebrating my 19th birthday while at sea off the coast of Somalia. I'm looking forward to spending some time with my family and friends before joining my next ship, another Type 45 destroyer HMS Defender."*

HMS Daring has now passed on her duties to HMS Monmouth, a Plymouth-based Type 23 frigate. The Royal Navy has a permanent presence in the Middle East, working as part as part of the Combined Maritime Forces – a collective of 31 nations formed to promote security and stability in some of the world's most vital shipping lanes.

17 nations will be represented at the third Invictus Games from 23-30 September in Toronto, Canada. They will compete across 12 sports: athletics, archery, wheelchair basketball, road cycling, powerlifting, indoor rowing, wheelchair rugby, swimming, sitting volleyball, wheelchair tennis, the Jaguar Land Rover Driving Challenge, and a new sport for 2017, golf. The Invictus Games harness the power of sport to inspire recovery and generate wider understanding and respect for those who serve their country. Getting involved in sport provides significant physical and mental health benefits including increasing self-confidence and psychological empowerment. The 2017 UK team captain is former Army Major Bernie Broad. He served in the Grenadier Guards for around 30 years and lost both his legs below the knee due to injuries sustained in an explosion in Afghanistan 2009.

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Naval Wargames Weekend in July. I hope you have annotated your diaries and can come along. I have attended several times now and it has always been good fun and a chance to meet Society Members, have a chat, have a beer and try a new game and/or rule set.

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The UK Ministry of Defence has signed a £3.7 billion contract for the first three Type 26 Frigates. The Ships will be built in Scotland, securing 1,700 jobs with another 1,700 jobs in the supply chain around the country.

## JULY....Not that hot at sea!

On the 6<sup>th</sup>, in 1779, Admiral Byron, with 22 ships, fought the French, under Comte d'Estaing off Grenada with 26, and came off the worse, but managing to save 4 dismasted British men o'war. On the same day in 1782, was fought another of the inconclusive encounters off Madras. Admiral Hughes with 12 ships fought Suffren, with fifteen. The tenth of the month is the anniversary of '*Operation Husky*' Sicily 1943. On the 12<sup>th</sup>, the anniversary of an encounter that's little wargamed, I suspect. Gibraltar 1801, when Saumarez with 5 ships of the line and four frigates with a single Portuguese Man o'War, trounced a Franco-Spanish Squadron of nine in the Gut.

The following day in 1795, Hotham fought the French Admiral Martin off Hyeres, with 29 warships to 17, but this was a poor sea fight, and only one French ship was taken despite the odds. On the 19<sup>th</sup> the Armada was sighted off the Lizard, and in a campaign I never tire of 'doing' was fought by 'Gloriana's' ships in running battle until 28<sup>th</sup> July when the fireships broke them up in Calais Roads. The last real encounter of the Armada 'campaign' was with Drake off Gravelines on the 30<sup>th</sup>. Then it was the grand tour of Britain.

The 22<sup>nd</sup> July marks Calder's Action 1805, which ought to be the Battle of Ferrol, fifteen of the line against 19 French and Spanish ships under Villeneuve. Hardly decisive, but Calder was court-martialled. The 25<sup>th</sup> sees the anniversary of Orfordness 1666, Rupert and Albermarle against de Ruyter. Another large encounter, around 200 warships and fireships involved. I have wargamed some of these sea-fights, with old Knight Designs 1/2000<sup>th</sup> models, they look impressive, but until something blows up, slow games. On 27<sup>th</sup> July 1778, Keppel with 30 ships of the line and a handful of frigates fought the French off Ushant, during the American Revolutionary wars. A rare encounter in 'home waters'.

On the 30<sup>th</sup>, no not battle, but the Amethyst Incident 1949, an unusual wargame. Very. On 31<sup>st</sup> July 1653, Monck with a small fleet of only 40 sail decisively fought Tromp off the Texel, Tromp was killed in the action. On that day in 1718, Sir George Byng beat the Spanish fleet off Sicily.

Rob Morgan

## 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, 2017**

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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

### **Uruguay, SCOW: Southern Cone Orientales Wargamers**

• Games erupt, inquire to set one off: Bill Owen US telephone is [217-619-0202](tel:217-619-0202), Uruguay 099 834 544 [WmOwen@aol.com](mailto:WmOwen@aol.com) • If Spanish speaking, email & I will get someone who speaks it better. • Soca, Canelones or in Montevideo we can arrange a "Graf Spee 3 Gun Salvo": see her 5.9" gun, anchor & rangefinder salvaged from the ship resting in the harbor, a Real English Tour conducted by British expat staff who were associated with the British Ambassador who won the post-battle diplomacy and subterfuge plus, of course, a GQ3 refight of the battle (fees for features like museum & tour). • Most of the Salvo can even be done during a cruise ship stop in MVD from a Round Cape Horn itinerary between Santiago<->Buenos Aires.

- [wargamecampaign.blogspot.com](http://wargamecampaign.blogspot.com)