



All Guns Blazing!

Newsletter of the Naval Wargames Society
No. 248 – JUNE 2015

EDITORIAL

Welcome to new Member Derek Ler. Along with long standing Members feel free to submit articles for inclusion in AGBs and Battlefleet. Many hands make light work.

I know at least three of you noticed an error in May's AGB. The Exeter Museum Heraldry and Piracy conference had July as the date and it should have said "June". Sorry. I hope that nobody who wanted to go has missed it as a result.

A bumper issue AGB this month, 22 pages thanks mainly to Jeff, Simon and Rob.

Somewhere in the World, the sun is over the yardarm.

Norman Bell



Figure 1 The Kiev burns following the Tomahawk hit through the flight deck

Time: 0930 hours 3 May 1985

Location: Off the Northern coast of Norway, 10nm due North of the entrance to Bodø Fjord

The picture above comes from the excellent AAR "Arctic Fury" in the NWS Yahoo Group. If you are not already a member, perhaps you should be.



HMCS NONSUCH

By Jeffrey G. Chorney

When I was a young lad just entering my teenage years I chummed around with two kids just down the block from where I lived. One lad was Gary Fletcher and the other was Peter Simonson. Gary's dad served on a Fletcher Class Destroyer during WW2 as a sonar guy and Peter's Dad served in the Dutch Merchant Marine during WW2. Fate would have it that these two Gents would live across the alley from each other here in Canada, and of course their sons would have some Navy salt in them due to the heritage of their fathers. Gary and I used to love playing the Avalon Hill board game Jutland. We dreamed up all sort of scenarios and ways we could beat the system and gamed the "what ifs."

What if Jellicoe did it this way instead of what actually took place? You get the picture.

Left painting of the original ketch, sailing from London England 1668



their minds than to serve the King and Queen. In fact those were the days as we sang God Save the Queen and recited the Lord's Prayer every morning at school before class started. I still myself ask the question what happened to Canada. We used to fly the Union Jack and we had a military heritage second to none except for our British Allies across the pond!

This article is a tribute to the men and women who fought and in particular the current service men and women who serve today in our Canadian Navy and its reservists. There is some conflicting information on when the first ever vessel was commissioned and named the Nonsuch so I am sticking to the Ketch that brought early merchant adventurers to Hudson Bay Canada in the year of our Lord 1668. I'll also talk about the land component of the Nonsuch which is the training base for cadets both past and present Here in Edmonton Alberta, Canada.

I live approximately 20 miles due east of the base as the crow flies.

Background

BADGE Description: Or a beaver rampant proper gorged with a collar Gules edged or upon which a roundel displaying the device of St. George.

Significance

The division derives its name from that of the ketch that brought the early merchant adventurers into Hudson Bay in 1668. Two years later the Hudson Bay Company received its charter, and a trading post and fort was established by them at what is now the City of Edmonton. The Arms of the Hudson Bay Company are basically the Cross of St. George but in each of the quarters there is displayed a beaver (black) in the conventional pose. The badge design is composed of the elements found in the above-mentioned arms. The gold background refers to the wealth of wheat and oil for which the area around Edmonton is today renowned.

MOTTO

A CAMPIS AD MARIA (From the prairies to the sea)

COLOURS

Gold and Scarlet

BATTLE HONOURS

Pre-The First World War
KENTISH KNOCK, 1652; PORTLAND, 1653;
GABBARD, 1653;
TEXEL, 1673; ST LUCIA, 1778; THE SAINTS,
1782.

The First World War

JUTLAND, 1916.

Note

Perpetuates; by right of continuous unbroken service from the Royal Canadian Navy, eleven warships of the Royal Navy which previously carried the name. This perpetuation cannot be passed on to a new construction.

LINEAGE Notes

First of Name

Shore establishment.

Naval Reserve Division, [Edmonton, Alberta]

Commissioned as a tender to HMCS *Naden*

1 November 1941.1

Re-commissioned as an independent shore establishment 1 September 1942.2

Paid off 30 November 1964.3

Re-commissioned 27 September 1975.4

1. CNO/ONC 1666/41

2. CNO/ONC 2245/42

3. Signal, 161350Z December 1964,
CANFORCEHED to CANAVGEN, Document
Collection/collection de documents 81/520, 8000
HMCS

Nonsuch

4. "The Commissioning of HMCS *Nonsuch*
September 27 1975 Edmonton Alberta",
AHR/RHA 1326-1338



Above; Brook Bond Tea – Nonsuch Trading Card

The Ships

Many ships in the Royal Navy have borne the name NONSUCH, besides those of the Merchant Marine named NONSUCH.

The first was the NONSUCH of Elizabeth I's fleet of 1584 was rebuilt by James I in 1605 and re-named "Nonsuch". She was 88 feet in length, 636 tons and mounted 38 guns. NONSUCH was still serving in 1636 as part of the fleet of Charles I.

The second NONSUCH was built by King Charles I in 1646, being 389 tons, length 98 feet, mounting 34 guns. In the civil war of that time NONSUCH went

over to the side of Parliament and with the ship GARLAND took the Royalist ship, SANTA THERESA, July 1649.

NONSUCH, as part of the Blue Squadron and commanded by Thomas Penrose, was present at the Battle of Lowestoft, June 1653. Her complement now was 170 men, armament 40 guns.

On November 15 of the same year, NONSUCH limped into Plymouth severely damaged by shot, her boatswain and trumpeter dead, her lieutenant, master, chaplain and many others severely wounded. She had brought a Dutch man-of-war to action off the Lizard.

During the American War of Independence the seventh NONSUCH saw action. Commanded by Captain Walter Griffith, she formed part of Lord Howe's squadron that denied the French fleet's entrance into New York. The ship also took an active part in the action of July 6, 1779, off Grenada. In 1781, H.M.S. Nonsuch was in the fleet that brought relief to the besieged garrison of Gibraltar in April of that year.

As seen from the above, the name NONSUCH has considerable naval significance and we look back with pride on past battles fought by ships bearing this historic name. On the bulkhead facing the quarter-deck at HMCS NONSUCH in Edmonton, Alberta there is a plaque bearing the battle honors of NONSUCH, previously stated namely:

KENTISH KNOCK - 1652

PORTLAND - 1653

GARBARD - 1653

TREXEL - 1673

ST. LUCIA - 1778

THE SAINTS - 1673

JUTLAND - 1916



The above crest is sought after and can fetch a handsome price on EBay.

The name NONSUCH is a form of the phrase "non such" and should be so pronounced. It is almost an exact translation of the French "non pareil".

Previous RN ships of the name NON PAREIL were:

* 52 guns, renamed 1603, condemned 1654

* Built in 1646, 34 guns, wrecked in 1664

* Ketch, 8 guns, built about 1654, captured by the French and recaptured 1659. Still in navy list 1666

- * Fourth rate, 42 guns, built 1668, cut down to 5th rate, 36 guns 1691, surrendered to the French
1695
- * Hoy, 5 guns, built 1686, sold 1714
- * Fourth rate, 48 guns, built 1696, rebuilt 1717, broken up 1745
- * Fourth rate, 50 guns, built 1741, broken up 1766
- * Third rate, 64 guns, built 1774, broken up in 1802
- * Destroyer, built 1915, sold 1921
- * ex-German destroyer Z-38, surrendered in 1945, renamed 1947 and broken up the same year

The replica Nonsuch



To celebrate its 300th anniversary in 1970, the Hudson's Bay Company commissioned the construction of a replica of the ship whose 1668 voyage led to its founding and the opening of the Canadian West to commerce. She would also serve as the company's gift to the Province of Manitoba, in recognition of its 100th anniversary, where she would make her final home in the Manitoba Museum in Winnipeg. The replica was built in 1968 in Appledore, Devon, England by J. Hinks and Son. Together with marine architects, woodcarvers and sail makers, Hinks created a modern replica as authentic to the original as possible, thereby realizing the specifications demanded by the Company.

After a festive launch and a dramatic maiden voyage that saw her weather a fierce North Atlantic gale, the Nonsuch spent the summer of 1969 visiting London ports along the English Channel coast and Cherbourg France. She was under the command of Adrian Small, of Brixham England, a seasoned sailor who was at her helm throughout her life as a sailing ship.

She arrived in Canada as deck cargo aboard the S.S. Bristol City in March of 1970. After being offloaded in Montreal and refitted in Sorel, Quebec the replica spent the summer of 1970 visiting ports along the St. Lawrence River and the north shore of Lake Ontario. The following summer she sailed the entire Great Lakes, from Toronto in the east to Duluth, Minnesota in the west. Wherever she went, she proved to be a popular attraction.

As construction of her museum home had been delayed, the Company decided to continue operating the Nonsuch for a third and final season this time in British Columbia. To get her from the middle of the country to the West Coast involved an overland journey of epic proportions. The handsome hull of the ship was stripped of everything that could be removed, bolted to sets of wheels, and then hauled by truck from Superior, Wisconsin to Seattle, Washington following a zigzag route of U.S. and Canadian highways, freeways, main drags, residential streets, and back lanes. The trip took six weeks. The rest of the ship – the masts, spars, rigging and other equipment – was shipped separately.

The Nonsuch spent the summer of 1972 sailing from Tacoma, Washington in the south to Kitimat, B.C., its most northerly port of call. She opened Seattle's sailing season. She circumnavigated Vancouver Island. She attracted huge crowds to Victoria's Inner Harbour across from the stately Empress Hotel. It was the best of her three summer seasons and there was genuine sadness, by all involved, when it came to an end – an end that was really the beginning of the final phase of her remarkable life.

Her museum home was now ready. She retraced her overland steps in the fall of 1973 from Seattle to Winnipeg where, on a crisp, snowy November morning, a heavy-lift crane hoisted her into position on the floor of the building. By spring the building was up and enclosed entombing the Nonsuch forever in steel and precast concrete. It was not as bleak as it sounds.

Museum officials had endorsed a proposal put forth by Captain Small to surround the ship with a complementary dockside setting. He suggested the replica "be depicted as fitting out for sea....for the voyage to Canada...The ship is seen secured alongside a small stone quay at Deptford on the River Thames in the spring of 1668. It is at low tide & the ship rests on a hard gravel sand bed so that her underwater hull is visible...The quay is fronted by a warehouse and workshops..." That is exactly what you see when you enter the Nonsuch Gallery.

Her life as a museum piece began officially on December 8, 1974 when the Nonsuch Gallery opened. It was an instant success. The ship has become one of the Museum's most popular attractions with, on average, more than 250,000 visitors a year. She is the cornerstone for the Museum's curriculum-based programs on the fur trade, popular with Manitoba schools. The ship has been used as a backdrop for weddings, receptions, dinners, re-enactments and as a venue for many public announcements.

Author, Laird Rankin

April, 2005

Quiz from Rob Morgan.

Sea Quiz 42...the answers.

1. Quite easy this one... Lion, Orion, Champion, Bellerophon*, Wellington, Southampton, Poseidon, Oberon, Acheron, Amazon... that's a start. * The following quiz incidentally asked which Royal Navy ship was nicknamed 'Billy Ruffian'...no correspondence about that answer!
 2. Inflexible in 1881. Sheer luxury, eh?
 3. They all commanded Polar expeditions.
 4. 51 degrees,30 minutes. I didn't know that.
 5. This is a 'Dark' Class gun boat.
- *****

SEA QUIZ 43.

I wasn't watching one of those rubbish afternoon quiz shows the other day, but the TV was on waiting for the news....Question asked of young (very) lad..."In which battle was Admiral Horatio Nelson killed?" Answer....'Waterloo'. Ah, well!

Here we go (no trick Nelson questions this time!).....But number 4's tricky!

1. The 'Flower' Class Corvette "PRASE" (Siamese Navy) began life as 'HMS Betony'. What was she named, and in which Navy did she serve in between?
2. Which warship 'floated out' of her dry dock at Newport News on 11th December 1954?
3. Which RN title or rate for seamen was abolished in 1955?
4. What particular event took place in October 1955 at Portsmouth that last occurred at Portland in 1913?
5. Which Class of RN light vessels was to be armed with 1-4.5in, 1x Boors or 4TT's and 1 Oerlikon? (1954)

Good Luck.

Further to Rob Morgan's note in May's AGB about the restored film about Coronel and the Falklands; it is available for hire/down load from the BFI Web Site. It is showing at limited "art" venues around the country and available on DVD and BluRay at £19.99 from the BFI Shop.

UK 1927

Directed by Walter Summers

Produced by H Bruce Wolfe

Written by John Buchan, Harry Engholm, Frank C Bowers

105 mins

A New Restoration from the BFI National Archive

To commemorate the centenary of the outbreak of WWI, the BFI National Archive has restored one of the finest films of the British silent era – a thrilling reconstruction of two decisive naval battles from the early stages of the conflict. The Battle of Coronel, off the coast of Chile, was a triumph for German Admiral von Spee – the first defeat of the British navy for a hundred years. The retaliatory strike was instigated six weeks later. Admiral

Fisher sent two new battle cruisers, Invincible and Inflexible, to the South Atlantic to restore British supremacy. Summers' film was originally released on Armistice Day 1927 to act as a memorial to the thousands who died. Filmed on real battleships supplied by the Admiralty, this monumental production was shot mostly at sea near Malta, with the Scilly Isles a convincing stand-in for the Falklands. It is an astonishingly effective piece of filmmaking, which glories, like Eisenstein's Battleship Potemkin, in the power and beauty of the machine. Scrupulously fair in its treatment of the enemy, this stirring film is presented with a newly commissioned score composed by Simon Dobson and performed live by The Band of Her Majesty's Royal Marines.

<http://www.bfi.org.uk/whats-on/bfi-film-releases/battles-coronel-falkland-islands>

Looks like the USN is really starting to take war-games seriously.

<https://shar.es/1rpjFt>

The naval services need an operations Wikipedia to keep track of lessons they're learning as they conduct a steady stream of experiments and war games.

Andy Field.

'Militarism in a Global Age: Naval Ambitions in Germany & the USA before WWI.'

By Dirk Bonker. Cornell Press. 2012.

An interesting book, one I'd not have come across, until a review copy (sadly unpriced!) turned up the other day. It deals with the background, and offers some potential scenarios and campaigns for both nations navies around the turn of the last century. The book obviously considers two seemingly very different countries, and examines the confrontations and essential components of war at sea in the later Ironclad era. American-Japanese antagonism (the 'probable enemy'), and the rivalry between Germany, Britain and her Empire- which was considered a major threat to the USA on several occasions. Naval programmes and expansion are dealt with, as are the battlefleets themselves including the approaches of Mahan and Tirpitz). The concepts of the Battlecruiser and of submarine warfare crop up, as does war against commerce and the protection of trade.

The 400+ page volume deals in its latter half with the two navies in the title, and with their states in a naval context, the elites thrown up by naval expansion; as well as the scientific and strategic nature of 'navalism', as the author calls it. He also touches upon inter-service rivalry. "*The Navy has tradition, but the army merely has a few customs*" as an RN Captain once told me!

This is a valuable work, not for the breadth of its examination, but for the depths of its chapter content. Chapter 3 on 'Maritime Force', Chapter 4 on 'War of

Battlefleets', and 5 on 'Planning for Victory' in particular would reward the twentieth century war gamer taking the time to read them.

Immense notes throughout. Ending with a thirty five page Bibliography of great depth which alone would be worth an hour of anybody's time.

A sound book, well assembled.

Rob Morgan.

This summer will be the last display season for the last flying Vulcan Bomber XH558. Kept flying by donations from the public and long hours of work by engineers, maintaining the airframe and engines has become too expensive and difficult. Get to a flying display if you can. It is not naval, I know, but we can still appreciate the Vulcan. It is something just a bit special and anyone who has had their whole body vibrate as the Vulcan flew overhead will never forget it.



Book recommendation: - "Vulcan 607" by Rowland White. The epic story of the most remarkable British air attack since WWII. The longest air attack in history – Ascension Island to Stanley and back. Fifteen Victor tankers and seventeen in flight re-fuellings to get one aircraft to the target. A story that if made up would be too incredible to be believed.

The following clipping from the Society of Twentieth Century Wargamers comes from Rob Morgan:

Deutschland: Merchant U-Boat

By Russell Phillips (SOTCW 00144)

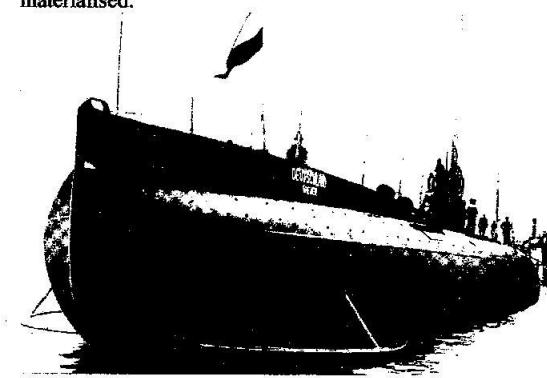
Introduction

The idea of merchant submarines, a variation on standard merchant ships, has been suggested on multiple occasions, but has only been put into practice once, during WWI. In 1916 a class of seven u-boats was built by a private shipping company. These new u-boats were large, displacing over 2,200 tons, and with a wide beam to facilitate loading. They had no torpedo tubes or other armament, being civilian vessels, operated by a civilian company, the North German Lloyd Line. Although they were large by u-boat standards, their cargo capacity of around 700 tons was relatively small by surface ship standards. Their ability to submerge to avoid detection, however, was a significant advantage for a country that was under an efficient naval blockade.

The u-boats were a response to the naval blockade put in place by the Entente powers, which was severely hampering German trade and making it difficult for German companies to acquire raw materials. Of the seven built, only two were used in their intended role, and of those two, *Bremen* sank on her maiden voyage. *Deutschland* made two successful round voyages to the United States.

Maiden Voyage

Deutschland set off on her maiden voyage on 23 June 1916, with a crew of four officers and twenty-five men, under the command of Paul König. She carried 750 tons of high-value cargo (patented dyes, medicines and gemstones). She passed through the English Channel without detection, and arrived at Baltimore on 9 July 1916. Her arrival at Baltimore was noted by all belligerent nations, and great concern on the part of the Allies. König immediately made an announcement, in which he stated that "*Our trip passing Dover across the ocean was an uneventful one.*" and "*Needless to say that we are quite unarmed and only a peaceful merchantman.*" The crewmen were treated as celebrities during their time in Baltimore, due to the novel and remarkable voyage that they had undertaken. The naval architect Simon Lake visited the submarine, and made arrangements to build cargo submarines in the US, though this project never materialised.



The Allies reacted quickly, sending a note of protest to the US Government. The United States, like other neutral countries, allowed merchant vessels from all belligerent nations to trade freely. However, the Allies' note suggested that submarines should not be covered by such rules because they couldn't be stopped and examined to determine which country they originated from, and whether or not they were actually combatant. The note further stated that there was a "*capacity for harm inherent in the nature of such vessels*". The Allies wanted neutral countries to detain any submarine from warring nations that entered one of their ports. They further stated that neutral submarines would be in "*grave danger*", should they navigate regions frequented by belligerent submarines.

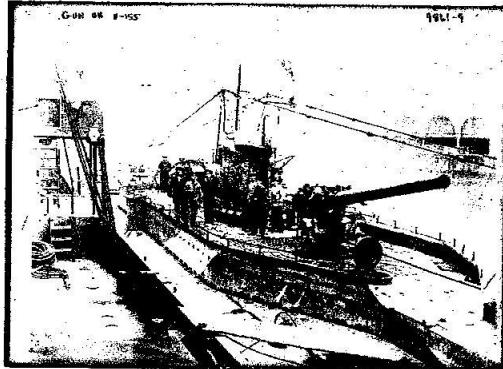
Germany was putting a great deal of diplomatic pressure on the United States, claiming that, despite claiming to be neutral, it generally adopted a pro-Allied posture. On the 31 August 1916, the US Government sent a reply to the Allied nations, which took the German side. The strongly-worded reply stated that the Government of the United States did not see any reason why submarines (either war or merchant) should not be covered by the existing rules of international law. The reply also specifically refuted the claim that neutral submarines may be in "*grave danger*", stating that the US Government "*holds it to be the duty of belligerent powers to distinguish between submarines of neutral and belligerent nationality*".

By this time, the *Deutschland* was back in Germany, having departed Baltimore on 2 August and arrived back at Bremerhaven on 24 August. She carried 341 tons of nickel, 93 tons of tin, and 348 tons of crude rubber, the majority of the rubber being stored outside the pressure hull. Of the 8,450 nautical miles that she had travelled, 190 nautical miles were submerged.

Deutschland set off for its second journey to the United States in November 1916, this time to New London, Connecticut, carrying gems, securities and medicinal products. She set off for the return voyage on 16 November, but accidentally rammed a tugboat. The tug sank with a loss of five lives, and the *Deutschland*'s bows were damaged. After repairs, she left on 21 November, and returned home safely. A book entitled *Voyage of the Deutschland, the First Merchant Submarine*, with König credited as author (though it was probably ghost-written), was published in late 1916 and heavily publicised, in an attempt to sway public opinion in both Germany and the United States.

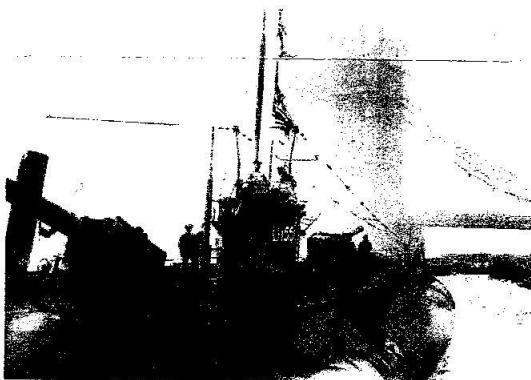
Military Service

A third voyage was planned for January 1917, but was cancelled due to worsening relations between Germany and the United States. In February, it was taken into the German High Sea Fleet and converted to a u-cruiser, number U-155. She was fitted with two 15cm guns, two torpedo tubes and could carry about thirty torpedoes.



During 1917, she made a 105-day long cruise under the command of Karl Meusel. She sank 19 merchant ships and attacked 19 armed merchantmen, sinking nine of them.

In August 1918, she sailed again, under the command of Ferdinand Studt, with orders to cruise off the US coast, laying mines and cutting telegraph lines. This cruise was much less successful than the 1917 cruise, laying her mines in the wrong place and failing to locate a telegraph line. She sank three merchantmen, but was damaged on 13 September, rendering her temporarily unable to dive. She returned to Germany on 12 November 1918. She was taken to Britain, where she was put on display before being sold for scrap in 1921.



Wargaming

Deutschland doesn't offer a great deal for a stand-alone wargame. Before 1917 it was an unarmed civilian vessel, and even from 1917, it was designed to sink merchantmen on long-range patrols, not to engage warships. It could add an interesting dimension to a naval campaign game, however. Before 1917, its role would be purely one of evasion as the Allies hunted it, whereas from 1917 onwards, it would be actively hunting out Allied merchantmen.

Specifications: Deutschland

Displacement: 2,272 tons
Length: 65 m (213 ft)
Beam: 8.9 m (29 ft)
Draught: 5.3 m (17 ft)
Propulsion: 800 hp
Speed: 15 knots surfaced, 7 knots submerged

Range: 10,977 nautical miles
Capacity: 700 tons
Complement: 4 officers, 25 men
Armament:
2x bow torpedo tubes (30 torpedoes)
2x 150mm deck guns

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Would your business benefit from product reviews within these pages? If so why not send a sample or two to the editor who will then pass these out to members for them to review. This review will then appear here for others to read.

Editors address on the inside front cover.

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<http://kingscarbinepaintshop.blogspot.pt/>

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" in half/full camo	£5.00/£6.00 Per Figure
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Vehicles	£15.00 Per Model

For queries and additional details please contact:
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Four U.S. warships sunk as Japs unleash suicide attacks

BY DAILY MAIL REPORTER

JAPANESE aircraft sank four more U.S. light warships in a furious 90-minute battle off Okinawa in southern Japan yesterday.

The news came from Admiral Chester W. Nimitz, fleet admiral of the U.S. navy. However, ships' guns and fighters destroyed 54 Japanese planes, including a suicide glider. Enemy suicide boats laden with explosives, 15 of which were destroyed, damaged other light warships later.

Another 150 enemy planes were shot down during a Japanese landing behind U.S. lines: 600 of the landing party were wiped out.

Though Okinawa and its neighbouring islands are 325 miles south of the mainland, the American assault is seen as the start of the battle for Japan. Okinawa is of vital strategic importance, as it can be used as a base from which to intensify attacks.

The losses for the Americans indicate that the Japanese are starting to fight back with increasing desperation.

The greatest threat are the lethal 'kamikaze kids', Japan's flying fools who crash their bomb-laden planes on the decks of Allied ships. They are being hunted constantly by U.S. and British carrier and land-based fighter planes.

It has been reported that the Japanese are building a new type of suicide plane with a ton of explosives in the nose. The pilot is sealed into the plane before take-off, he does not have a parachute and the wheels of the plane fall off in flight. The



Deadly: Aircraft carrier Formidable on fire after being hit by a kamikaze plane

plane is designed to explode when its nose or wing touches a solid object. As it can reach 600 mph in a dive, it makes an extremely difficult target for the U.S. and British naval gunners.

The Japanese are even using women disguised as male troops to attack American units. It has been reported that 11 women took part in an assault on an airfield, but all were killed in the fighting or — imbued with the same fanaticism as their male counterparts — killed themselves rather than be captured.

But despite these low tactics, the U.S. invaders have the upper hand. Last

week's advance on southern Okinawa resulted in the deaths of 21,269 Japanese, according to a communiqué issued by Admiral Nimitz. A mere 399 have been taken prisoner — proof of the Japanese will to fight to the death.

Such figures will no doubt be trivial compared to those that will result when the U.S. launches its assault on the Japanese mainland.

■ **SPECIALLY edited and adapted from the original Daily Mail of May 5, 1945.**

Musashi in 1/1200th. One of rob Morgan's WWII models. It brings back memories of my long gone small collection of Airfix models from when I was a lad. The following words from Rob are a book review, a wargame suggestion and a history note all in one



IJNS Musashi at Leyte Gulf 1944.

I'm just working on a review of Richard O'Neill's valuable 1980's book '*Suicide Squads*' for The Solo Wargamer's Association, in support of Mike Crane's very useful articles on Solo '*Kamikaze*' wargames in the Pacific Campaign (the pertinent naval aspects may be worth a note here shortly) and found myself drawn to the largest suicide weapon of all time Musashi's sister ship the fabled Yamato, which met her end at Okinawa in April 1945 in '*Operation Ten-Ichi*' under Admiral Ariga.

Of course this 'death ride' could arguably have provided the swan song of the Battleship in combat, as, had the air strikes failed for any reason, Admiral Morton Deyo had gathered six Iowa and South Dakota Class battleships (54-16in guns in all) plus two Battlecruisers, USS's Alaska and Guam (18-12in) to deal with the Yamato (9-18in). It might have proved an immense task, and an awesome encounter (there's probably an NWS member who's gamed it) in an astonishing campaign!

O'Neill gives a short note on the battle of Leyte Gulf which suggests a *Kamikaze* role for Musashi in that greatest of all sea battles. Yamato was Vice-Admiral Kurita's flagship, but the author suggests that in contrast to the very dark grey of the IJN, Musashi had been newly painted light grey...

'This had been done with the deliberate intention of making her a 'decoy': ... and 'Musashi was intended to save her consorts by serving as the focus of attention for enemy aircraft.'

She did! Taking between 11 and 20 torpedo hits and at least 17 direct bomb hits before sinking on 24th October 1944, Yamato took only two bomb hits during the battle. Now I know remarkably little about the IJN in WWII (no oared vessels at all), my own little used Musashi model in 1/1200th is in the poor photo- and in dark grey! But there would seem to be something odd about this, though it seems to be true. Why select one of the two most powerful units at sea in the world as the scape-goat? There were heavy cruisers present in the battle, one of those could have been painted to stand out. Was there, I wondered a problem with these giants which led them to be wasted in two futile exercises, simply displaying courage rather than winning battles? Was Musashi the only warship to be painted and highlighted as a target by the Japanese in the war?

Rob Morgan. May 2015.

A Napoleonic War Memorial.

The obelisk in the photograph stands on the cliffs above the remains of the Mulberry Harbour in Normandy, but it's nothing to do with D-Day. This is from Bonaparte's wars, and commemorates an action between French and Royal Navy men o'war. The cannonball embedded in the plinth is a souvenir of the encounter, which led (I think) to the loss of a couple of French vessels.

Now the problem is, I took this photograph about seven or eight years ago, and painstakingly noted the entire script on the plaque, the ship's names, dates, outcomes, etc. Just like my intentions to paint that 1/1200th Batavian Squadron I bought years ago, I intended to write up a piece for 'AGB' on it. But.... somewhere my notes vanished.

End of small project.

So, rather than completely waste this photo, does anyone among the brethren recognise the obelisk from my description? Or know the action? I have a feeling it was 1804, but that's probably wrong!

Rob Morgan.



Salute 2015

Dogger Bank Participation Game

Introduction

This year's NWS game at Salute was a participation game based on the battle of Dogger Bank that took place in the North Sea on 24th January 1915. A German force intent on raiding the English East coast was intercepted at dawn by a superior British force of Battleships and Battle Cruisers. The Germans turned for home upon encountering the British screening forces. The battle was then a stern chase with the faster British Battle Cruisers attempting to overhaul and defeat the German Battle Cruisers.

Players took command of a squadron of Battle Cruisers each (1 German, 2 British). Umpires controlled the light forces (cruisers and destroyers) which stayed out of the fight unless ordered to by the players.

The game started with the British just outside of long range gunnery and played for 30 turns, or until all German ships were sunk or all British ships disappeared off the table. Each move represented 10 minutes of real time and whilst the German player moved first, giving the British chance to react to them, all other actions were simultaneous within the move sequence.

Order of Battle

German



First Scouting Group: Seydlitz (Hipper), Moltke, Derfflinger, Blucher

Second Scouting Group: Stralsund, Graudenz, Rostock, Kolberg

Flotilla of 18 torpedo boats (33 knots).

British

1st Battlecruiser Squadron: *HMS Lion* (Beatty), *Tiger* and *Princess Royal*.

2nd Battlecruiser Squadron: *HMS New Zealand* (Moore) and *Indomitable*.

1st Light Cruiser Squadron: *HMS Southampton* (Goodenough), *Birmingham*, *Lowestoft*, and *Nottingham*.

Harwich Force: light cruisers *HMS Arethusa* (Tyrwhitt), *Aurora*, *Undaunted* and 35 destroyers.

Commodore Reginald Tyrwhitt in
Arethusa

1st Destroyer Flotilla - Captain Wilfred Blunt in *Aurora*

20 destroyers (L class 29 knots)

3rd Destroyer flotilla - *Undaunted*

15 destroyers (M class 34 knots)



The Rules

Move Sequence

1. Event Cards
2. Orders
3. Movement
4. Aim
5. Shoot
6. Damage
7. Torpedoes
8. Damage Control

Event Cards



Each player started the game with 3 event cards and then drew an event card per move which they either played immediately (if directed to do so) or hold until needed.

Orders

Orders were issued from the player's flagship (via lamp or flag signal) and were needed to get any ships in the player's squadron, other than the flagship, to do anything other than follow in the flagship's wake. The number of orders that could be issued was determined by the flagship's signalling capability (see sheet), but as the flagship took damage this capability reduced.

The sorts of things players needed to issue orders for included ships in the squadron changing target, ships in the squadron changing course and/or speed, detaching a ship from the squadron, ordering cruisers or destroyers to intervene.

Movement

All vessels moved relative to the slowest German BC/AC, which stayed in the centre of the table. Movement distance was 1 inch per knot. Sharp turns would lose the player significant distance relative to the enemy. A ship could make only one turn per move.

Aiming

Each ship had its own aim markers. They indicated which enemy ship the main armament was shooting at by placing them alongside the target together with any special damage cards the player wanted to use.

Shooting

Hitting a moving ship at sea at ranges of up to 20km was difficult and required careful and continuous adjustment of aim and elevation of the ship's guns. First salvos were always aiming shots with the guns purposely laid so that the shells landed in a line trying to "bracket" the target which means that some shells in the salvo landed short and others landed over. Once bracketed the distance between the shells was then gradually reduced until a hit was obtained. There were 4 range bands marked on the range stick; long, medium, short and point blank. Not all guns were capable of long or even medium range shooting, detailed on the individual ship's chart.

Bracketing: Each ship had 4 aim markers (1 thru 4). The first move a new target was shot at marker 1 was used, next move marker 2 and so on. The chance of bracketing the target at long range is shown on the table below. At medium range add 1 to the dice, at short range add 3.

Roll 1D6	Aim Move 1	Aim Move 2	Aim Move 3	Aim Move 4+
1 Turret	-	-	6	5,6
2 Turrets	-	6	5,6	4,5,6
3 Turrets	6	5,6	4,5,6	3,4,5,6
4 Turrets	5,6	4,5,6	3,4,5,6	2,3,4,5,6

Shoot for Effect: Once the target is bracketed (or firing at point blank range) the “shoot for effect” marker was placed against the target along with any special damage cards. On subsequent moves a roll was made (1D6 per 2 guns that could be bought to bear) on the following table to determine the number of hits.

	Point Blank	Short	Medium	Long
Target Destroyer	4,5,6	5,6	6	6
Target Light Cruiser	3,4,5,6	4,5,6	5,6	6
Target Armoured Cruiser or Battle Cruiser	2,3,4,5,6	3,4,5,6	4,5,6	5,6

If the target was moving at less than 10 knots: Add 1 to the roll

If the shooter was not being shot at themselves: Add 1 to the roll

If the target was being shot at by more than 2 shooters: Deduct 1 from the roll

Damage

Unless the shooter had allocated a special damage card against the hit, then the shell would detonate on the target ship’s **superstructure**. For these hits we rolled the number of D6 indicated on the shooter’s ship chart gun factor (GF) and deducted that number of points from the target’s superstructure on its chart. Reduction in superstructure gradually reduced the ships communication capability and QF armament and if reduced to zero would mean that the ship became a floating wreck. Any 6’s started a fire.

Special damage cards were single use and more than one could be allocated to a single shot, but if the number of cards exceeded the number of hits the target ship’s player could choose which cards to discard. A special damage card might require the shell to penetrate the target’s armour. To determine this we rolled 1D6 per point of the target’s armour factor, rolled 1D6 per point of the shooter’s gun factor (GF). If the shooter rolled more 6’s than the target then the shell had penetrated the armour.

Penetrating waterline hits caused flooding. We crossed off 2 (*or 1 if shell 6” or smaller*) floatation boxes from the target ship’s chart. Ships sank when all of their floatation boxes had been crossed off. Ships capsized when all the floatation boxes on one side of the ship were crossed off or the number of boxes crossed off on one side of the ship was more than half the remaining floatation boxes on the other side of the ship. Floatation boxes could be purposely counter flooded in the damage control phase. Any penetrating waterline hit would cause an immediate 2 knot drop in best speed. Thereafter best speed would drop to 2 thirds of its initial value when half the floatation boxes had been crossed off, and one third of its initial value when three quarters of the floatation boxes had been crossed off.

Damage Control

In this phase counter flooding could be carried out and fires can be fought. To fight a fire we rolled 1D6; 4, 5, 6 put the fire out but a 1 meant that the fire had spread. Any fires still burning at the end of the damage control phase each caused 1 point of superstructure damage.

Destroyer/Torpedo Boat Flotillas

These did not act as individual vessels but in concert as a flotilla. Their key offensive weapon was the torpedo. To use torpedoes the flotilla needed to close to short range within a 180 degree arc ahead of the target. Roll 1D6 per destroyer/TB, a 6 (*5 or 6 if fired at point blank range or 4, 5 or 6 if the target was stationary*) denoted a torpedo hit on the target. Each hit caused 1D6 underwater damage to the target.

A fleet's own Destroyers/TBs could be used to counter an enemy Destroyer/TB attack. To do so they needed to close to within short range of the enemy flotilla. A melee then ensued which fully engaged both flotillas to the exclusion of any other action except disengaging and returning to the disengaged side of the flotillas own battle line. During a melee 1D6 was rolled per Destroyer/TB, a 6 indicated a hit which forced one enemy boat out of action for the duration of the game.

Alternatively larger vessels could engage an enemy destroyer flotilla with their guns. Main or secondary guns just needed to score a single hit to force a Destroyer/TB out of action. If the ship had any quick firing (QF) guns, half were able to be brought to bear on the enemy destroyer flotilla. QFs had short range only, we rolled 1D6 per QF, a 6 indicated a hit which forced one enemy boat out of action.

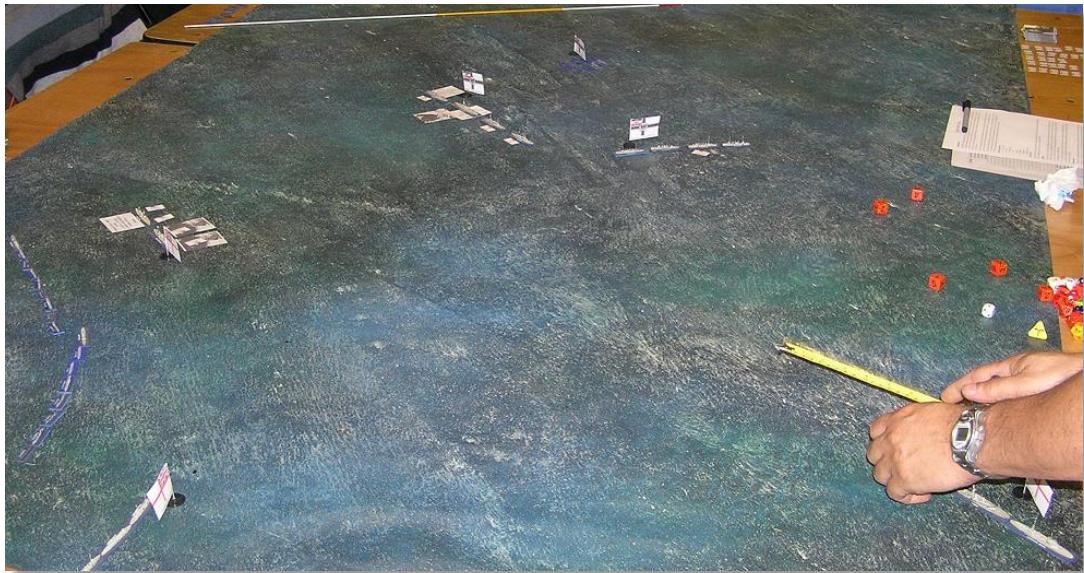
The Games

We ran the game four times on the day, with varied results.

In one game the Germans decided to try to turn on the British and a full scale action ensued during which the Germans lost most of their light forces, mainly from an ill-advised torpedo run against Beatty's undamaged 1st BCS, and the Blucher, but eventually inflicted enough damage on Beatty's big cats to ensure that the major ships in Hipper's squadron were able to get away.

Other games played out much in the way that it did in history with Blucher usually succumbing to Beatty's big guns and burning from stem to stern. Likewise Lion being the leading British BC usually took something of a pasting.

In another game though the British set up with one BC squadron on each quarter of the German squadron to try to bring both BC squadrons into play but the Germans cannily kept gradually altering course towards Moore's weaker squadron and used their light forces to alternately threaten Beatty's squadron and lay a smoke screen to cover the German BCs wake and this prevented Beatty from closing with the German Battlecruisers whilst they in turn demolished Moore's 2nd BCS. This proved the most successful of all the games for the Germans as whilst they did lose a handful of torpedo boats they got away with the full complement of 1st scouting group still intact, though not without damage.



Conclusion

The game did not play quite as quickly as was first hoped but overall our simple set of rules proved easy for the players to grasp and provided for a fast paced and eventful series of games. It was well received by participants, a number of which took a copy away with them and even encouraged a few to sign up to the society.

Thanks to Rob Hutton for providing the ship models and play testing prior to the show and to NWS members Keith Davies, Dave Sharpe and Drew Jarman for their help on the day. Photos are courtesy of Drew.

Simon Stokes

Example Ship Data Sheets:

Seydlitz	Battle Cruiser Belt Armour 11 Deck Armour 3 CT Armour 12 Funnel Armour 4	Best Speed	27	Main Guns	11" (GF=11,Rg=L) 5 Turrets (2F,3A,4P,4S) Armour Factor 8	Secondaries	6" (GF=6,Rg=M) 6 Port 6 Starboard Armour Factor 4
Superstructure							
							Orders = 4, QF=12
							Orders = 3, QF=12
							Orders = 3, QF=8
							Orders = 3, QF=8
							Orders = 2, QF=8
							Orders = 2, QF=4
							Orders = 2, QF=4
							Orders = 1, QF=4
							Orders = 1, QF=2
							Orders = 1, QF=2
							Orders = 1
Floatation							
Port				Starboard			

Lion	Battle Cruiser Belt Armour 9 Deck Armour 2 CT Armour 10 Funnel Armour 0	Best Speed	28	Main Guns	13.5" (GF=14,Rg=L) 4 Turrets (2F,1A,4P,4S) Armour Factor 9	Secondaries	4" (GF=4,Rg=S) 8 Port 8 Starboard Armour Factor 2
Superstructure							
							Orders = 4, QF=4
							Orders = 3, QF=4
							Orders = 3, QF=4
							Orders = 3, QF=2
							Orders = 2, QF=2
							Orders = 2, QF=2
							Orders = 2, QF=2
							Orders = 2, QF=2
							Orders = 1, QF=2
							Orders = 1, QF=2
							Orders = 1
							Orders = 1
							Orders = 1

Floataion											
Port						Starboard					

What Happened?

My meanderings through the pages of '*The Navy*' to unearth Sea Quiz questions often provides odd snippets and bits of useful information which are worth repeating. Did you know for example that until 1854 the ship's Chaplain also acted as Instructor to the Midshipmen? Throughout 1954, the monthly carried a short column called '*Days of Sacrifice and Peril.*' Providing a list of the more significant sea engagements, and 'events of great naval interest' from WWII, for each month. This is the entry for June 1954...

1st (1941)....Evacuation of Crete.

6th (1944)...D-Day.

8th (1940) Loss of HMS Glorious and her destroyer escorts, 'during the retirement from Norway'!

11th (1943) Surrender of Pantellaria.

14th/15th (1945)...British Pacific Fleet attacks Truk.

21st (1944) Eastern Fleet air strike on Port Blair, Andaman Islands.

Can anyone think of any others?

Rob Morgan.

SIGNAL PAD!

Commemorations of Operation Dynamo occur every five years and are organised by The Association of Dunkirk Little Ships. For more information head to their website (<http://www.adls.org.uk>) or follow #Dunkirk75 on Twitter.

Naval Wargames Show 2015.

The 2015 Naval Wargames Show will be held at the Explosion! Museum of Naval Firepower, Gosport, Hampshire on July 11th and 12th 2015. Now in its 5th year the show currently features ten games from ancients to WW2 and beyond. There are spaces available for additional games on both days so if you'd like to put on a game at the show please let me know.

Admission to the show is free. Admission to the rest of the museum is at normal rates.

We look forward to seeing you in Gosport in the summer!

David Manley.

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 Craig's 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

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