



All Guns Blazing!

Newsletter of the Naval Wargames Society

No. 237 – JULY 2014

EDITORIAL

Many thanks to Dave Manley and everyone else who contributed to the Naval Wargames weekend at Explosion Museum. Many different themes from ancient Rome, Battle of Trafalgar, through American Civil War, to a hypothetical Chile / Argentina clash in 1978 over The Beagle Channel. Fun was had by all but I feel numbers were down on last year. I know of two people who would have been there if their health had been a bit better. World Cup Football and the sunny weather may have had an effect on turnout? You Missed the Inshore Squadron and their impressive models – I stopped counting them when I reached 60.

In addition to Rob Morgan's Quiz – think about this one. What was HMS PALLAS doing, flying kites in 1806?

I don't know if anyone caught the TV programme, "Ross Kemp in Search of Pirates"? An interesting documentary – showing life on board HMS NORTHUMBERLAND off the coast of Somalia.

Somewhere in the World, the Sun is over the Yardarm.

Norman Bell

VIEW FROM THE BRIDGE

July 2014

Chairman: Stuart Barnes-Watson

Stuart Barnes-Watson Chairman
Simon Stokes Membership Secretary & Treasurer
Norman Bell Editor 'All Guns Blazing'
Dave Manley Editor 'Battlefleet'

As promised, an update on all things naval, following my visit to NZ. Next up, Fiji. At first glance, not a likely country for naval related sites. However, Fiji was hugely important in the Allied build up in the Pacific, and as such defences were being built on the main island as early as 1940 with the purpose of protecting the main port and capital of Suva in the East, and Nadi its flying boat base and secondary port. These defences are still en situ, and have recently received considerable financing to promote their heritage. I visited the main fort on the South of the island and was delighted to find it armed with 6" guns from the WW1 cruiser HMS Berwick. The view of the gap in the reef allowing access eventually to Nadi was stunning, and well placed. The channel dog legs west after entry, the perfect target for the batteries. They were fired once in anger, in 1943, by the US who had taken over them from the Kiwis earlier the same year. The 'submarine' in question has never been verified by Japanese reports, but does raise a possible campaign scenario: What if the Japanese had attacked Fiji instead of going for the Coral Sea?

Hawaii needs little introduction to naval enthusiasts. Pearl Harbour itself houses the battleship USS Missouri, remains of the battleship USS Arizona, USS Bowfin submarine and a naval air museum on Ford Island itself. To visit these you'll need two days, as transport inside the base is military, well booked and on the hour. The rest of the island is a disappointment, as both the Army and Maritime museums had closed due to lack of funding, looking very run down. I stayed in Kaneohe near the marine base, and witnessed numerous A/S flights, but couldn't gain access to the active base.

Finally onto San Diego. In stark contrast to Hawaii, the naval museum was superb. The USS Midway is the star of the show with a very large display of USN aircraft on board for viewing and sitting in. The guided tour was probably the best I've experienced, the ex servicemen clearly explaining the very complicated procedures of life aboard an active carrier.

I hope these travel notes have been of interest, and urge all members to let the NWS know of places to visit around the world and at home.

Stuart

Dear Members

I have trawled the NWS website and got all the AGBs that are available on there. My own paper collection runs from the very start until AGB 85 June 2001. I therefore have AGB 86 July 2001 to AGB 152 Dec 2006 missing from my personal collection. The following AGB are missing from the online archive download resource [ignoring any gaps for unpublished months]

AGB 164 Dec 2007 – missing

AGB 172 July 2008 – missing

AGB xxx Jan 2009 never produced

AGB xxx May 2009 never produced

AGB 190 Feb 2010 missing from website wrong issue uploaded but I have this copy in my email system.

So if any of you still have the two electronic versions missing [164 and 172 above] still in your system please send it to me at andrewjarman at ntlworld dot com as I am attempting to create a full archive of AGB for myself and the society. In addition if there are any of the older paper editions around I would like copies of them as well so you may contact me direct to discuss getting copies sorted out.

I would like to get the whole archive put back online as a resource for the society in due course.

Regards

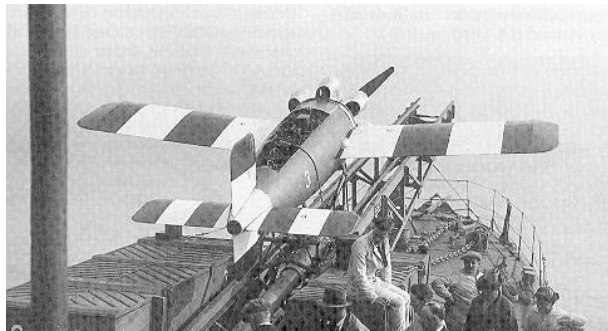
Drew

The long flying, hard landing, RAE Larynx

by laststandonzombieisland



Behold! The 276-foot, 1100-ton British *S-class* destroyer *HMS Stronghold*. Built by Scott's, laid down March 1918, launched 6 May 1919, and completed 2 July 1919, she was used as a test-bed for an interesting bit of kit in the 1920s.



Here she is fitted with the Royal Aircraft Establishment (RAE) Larynx. This designation was for the Long Range Gun with Lynx Engine, an inert unmanned missile on a cordite-fired catapult mounted aboard *Stronghold*. The picture was taken July 1927. The man on the box is Dr. George Gardner; later Director of RAE.

That year the device was tested three times. On the first, the craft, which could reach 200 mph and was controlled by radio, crashed at sea. The second, it roared off, was spotted about 100 miles away (at sea) and then was never seen again. The third test, on October 15, 1927, flew some 112 miles and impacted some 5 miles from its intended target.

The catapult was removed from *Stronghold* after this test although a sister-ship, *HMS Thanet*, conducted two more launches in 1928 while a final two were done over British-occupied Iraq in 1929 with similar results.

HMS Stronghold herself was lost in action south of Java 4 March 1942, destroyed by (manned) warplanes of the Imperial Japanese Army.

Answers to Sea Quiz 33.

A somewhat later, historically speaking, set of questions for this months quiz. But when I tell you that number 2 in the list was considered fairly straightforward at the time (1953) then you'll see the calibre of our forebears eh?

1. Four named after foreign royalty? HMS's Shah, Sultan, Rajah and Ranee.
2. Wait for it..... The destroyer HMS Laverock ran ashore at high speed during her trials, it was in foggy weather, and startled a man off his bicycle.
3. That was HMS Achilles in 1864.
4. The full title was the Fleet Air Arm of the Royal Air Force. (the quizmaster, whoever he was awarded 8 points for that answer, but I don't know why!).
5. HMS's Crescent and Royal Arthur had raised forecastles and twin 6" guns, not the single 9.2" gun.

The only thing to add is that I can't find a date for the startled cyclist event (Did he sue, I wonder?) but one of you might know.

SEA QUIZ 34.

With this next series of quizzes, 'The Navy' volumes for 1953 and 1954 will come into play, but let's start with a slightly earlier question....

1. In December 1951, the creation of which auxiliary naval organisation was announced in Parliament?
2. What 'nickname' did this service acquire overnight?
3. What was raised at Gdynia in the Winter of 1951?
4. How many sea mines did Britain 'use' in WWII?
5. Who was CinC Mediterranean in June 1952?
6. Which two capital ships, from which Navy were brought out of reserve in 1951 as a result of the Korean War?

Good Luck.
Rob Morgan.

Great War Gunboats.

There's a school of thought which would seem to indicate that World war I was won at sea with long lines of Battleships, but in fact many of the naval actions which took place, in Africa, Asia and the Middle east were 'gunboat actions' like the small and

highly wargamable events on Lake Nyasa between British East Africa and German East Africa at the outbreak of war.

This splendid campaign, won by the Royal Navy, is described in a short article in 'History Today' July 2014 (Vol 64, No.7) between pages 49 and 51, Janie Hampton writes the note on a naval war fought with a gunboat a side, the German '*Hermann von Wissmann*' and the British *HMS Gwendoline*. A brief encounter on the waters gave way to what could be called a short vigorous combined ops struggle, with very small forces each side, and no certainty of victory for either. This is a very readable and useful account, heartily recommended. Drop into the local library and have a look. Hopefully there will be more of the small gunboat actions recorded in the pages of the magazine as the next four years unfold.

All that would be needed to fight the Naval War on Nyasa is an atlas and a couple of models. The 'Irregular Miniatures' 1/300th Steam Gunboat perhaps, or the 1/600th Peter Pig *CSS Maury*; a larger scale would be better as there's then the opportunity to add small launches, and native craft, from the ERM dhows and sampans possibly. The add on of Askaris and King's African Rifles raiding and landing all over the place is a bonus, but doesn't take away from the difficulties of two small warships 'hunting' each other without modern equipment along a like the size of Portugal.
10/10.

Don't miss it.

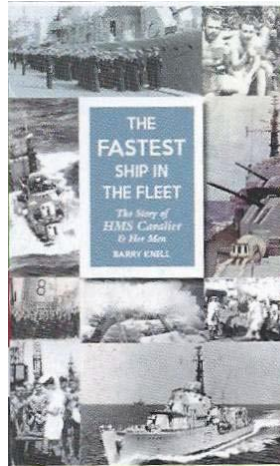
Rob Morgan.

June 2014

The Fastest Ship in the Fleet Book

To coincide with the 70th Anniversary of the launch of HMS Cavalier on 7th April 1944, Barry Knell, former Chairman of the HMS Cavalier Association has written a book that tells the story of the ship and men who served on all the Ships commissions. The book entitled 'The Fastest Ship in the Fleet'-HMS Cavalier and her Men, contains over 350 pages and 250 photographs, published by the Historic Dockyard Chatham, it will be on sale in the Dockyard Shop. However copies can be ordered by contacting pbarnard@chdt.org.uk or by phone 01634 823844.

The profits of the sales of which will be going towards her continued preservation.



Article reproduced with permission from the Royal Naval Association's June 2014 Semaphore Circular

JULY 1940.

After the Fall of France, the possibility of French Navy Vessels being taken over by the Kriegsmarine was unthinkable. Force H under Vice Admiral Sir James Somerville (HMS HOOD) was ordered to attack the French Ships at Mers-el-Kebir after they declined to scuttle or sail to the Caribbean. The Bretagne was sunk; the Commandant Teste, Dunkerque, Mogador and Provence were damaged. The Strasbourg escaped.

Somerville's signal to Admiralty.

"..... use of force should be avoided at all costs offensive action on our part would alienate all French wherever they are".

Prime Minister's signal to Somerville 2nd July 1940.

"You are charged with one of the most disagreeable and difficult tasks that an Admiral has ever been faced with but we have complete confidence in you and rely on you to carry it out relentlessly".

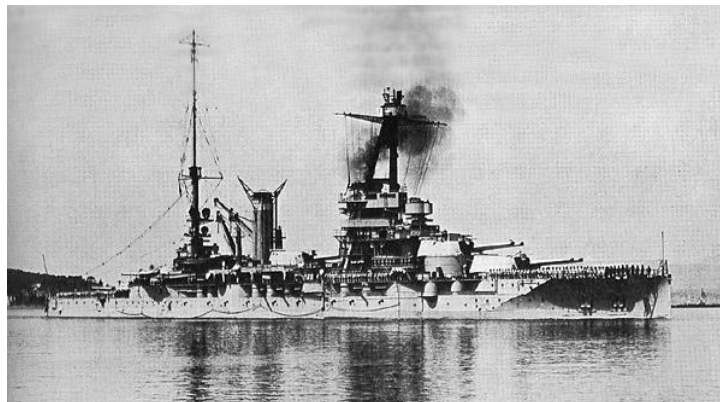
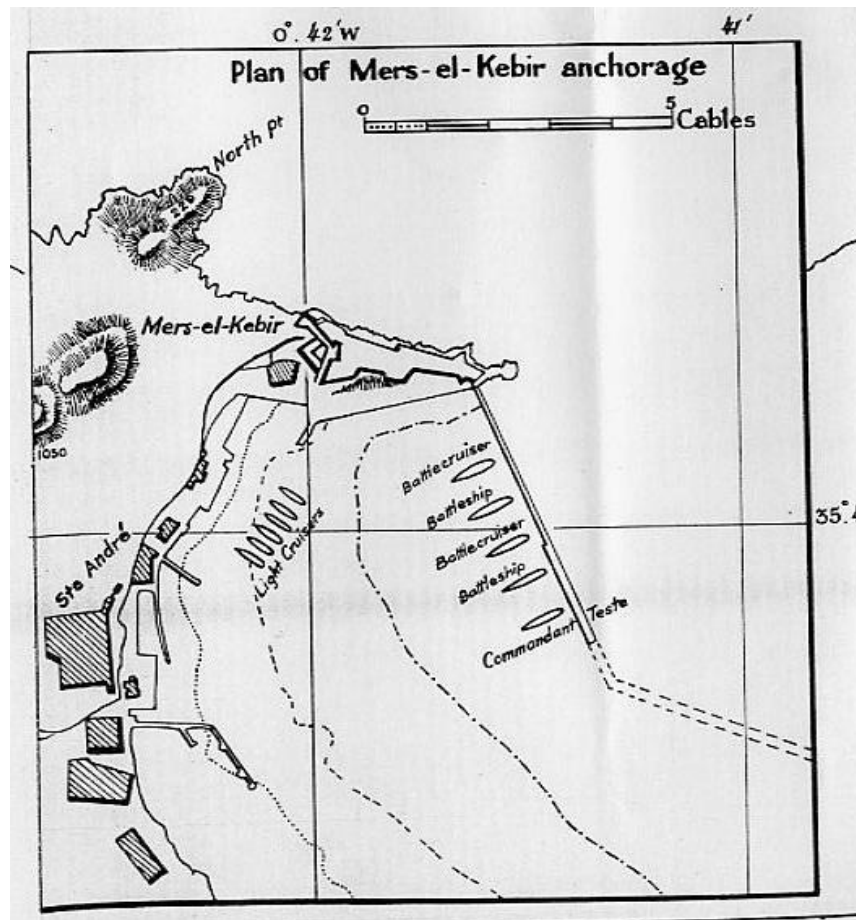
Somerville to Admiral Gensoul.

"If one of our propositions is not accepted by 17:30 hrs BST, I shall have to sink your ships".

When Churchill spoke in the House of Commons after the events, he broke down and wept.

This re-fight uses Naval Thunder, Battleship Row, Bitter Rivals Rule Set. The French Ships are hampered by being stationary, alongside, many crew members ashore and high ground blocking their line of sight/fire. The British Ships; HOOD, RESOLUTION and VALIANT have HMS FOXHOUND at the harbour entrance and spotter aircraft from HMS ARK ROYAL reporting fall of shot.

1. With the exception of Commandant Teste, the French try to raise steam but even when and if they are successful, the channel is not wide enough for a mass exit. The Strasbourg is the most successful at raising steam and casts off. The Royal Navy prioritises the modern Battlecruisers DUNKERQUE and STRASBOURG. HMS ARK ROYAL readies Swordfish aircraft for a torpedo attack if required. The Royal Navy Ships have to be wary of the Shore Batteries but like the Ships they are struggling to load the guns. Fifteen inch shells plunge down into the harbour for the following results: several hits on the Bretagne, one hit on Provence. Just like for real, in



BRETAGNE

1 cont. - this game, the Strasbourg seems lucky. But as the Strasbourg is the only French Ship moving, She becomes the priority target.

2. The Provence and Dunkerque successfully raise steam but only the Dunkerque slips her moorings. 2 of the Shore batteries and Strasbourg open fire: the shore batteries miss, the Strasbourg misses the HOOD. The RN target the slow moving Strasbourg, all three Ships score hits – not so lucky Strasbourg.

3. The two shore batteries which have the range, target the HOOD, the Dunkerque targets the RESOLUTION and the Strasbourg targets the VALIANT. The Bretagne casts off but one turret is out of action. She targets the HOOD which shoots again at Strasbourg. RESOLUTION targets Strasbourg and VALIANT shifts target to Dunkerque. ARK ROYAL is still trying to launch an airstrike. Results:
Shore batteries – miss.
Bretagne – miss.
Strasbourg – one hit on HOOD “B” Turret and one superstructure hit.
Dunkerque – one hit RESOLUTION “A” Turret.

HOOD – two hits on Strasbourg which is coming to a stop and blocking the harbour channel.
RESOLUTION – two hits on Strasbourg.
VALIANT – misses the Dunkerque.

The Bretagne is on fire in the harbour, the Provence has damage, the DUNKERQUE is undamaged and the STRASBOURG has serious damage and is blocking the exit. With limited room to manoeuvre, surely subsequent RN salvoes and an imminent airstrike will take their toll on the French Ships?

The Naval Thunder Battleship Row and the Bitter Rivals Rule Set give a reasonably quick playing game with for me just the right balance between detail and playability.

Norman Bell.

One of my interests is naval ordnance and the "Journal of the Ordnance Society", published annually, often comes up with some good wargames related material. In Volume 22 which has just arrived there's an illustrated article by Ruth Rhynas Brown entitled 'Guns for Merchant Shipping', it's an introduction to the ordnance carried aboard merchant ships from the 1500s to the 1900s, which is as she says 'a surprisingly neglected topic'. For every naval battle fought there were a hundred encounters with privateers or pirates on the high seas. This, by its content is likely to be the first in a lengthy series of responses to the study of the use of cannon aboard merchant ships; it interested me to learn that, Post Office packets as late as the 1850s carried 1/2pdr swivel guns for defence!

Rob Morgan

I was in the Ian Allen bookshop earlier and noticed that they are carrying a significantly discounted copy of the Squadron-Signal title 'US Battleships in Action: Volume 1. Apparently this is across the country, and the price is a mere £6. The Cardiff shop had twelve copies.

Rob Morgan.

Coaling Ship?

The magnificent journal *“War in History”* (Vol 21: 3. 2014) for Summer 2014, contains an interesting, and valuable article entitled *‘Coal and the Advent of the First World War at Sea.’* on pages 322-332, by James Goldrick.

Apart from the tremendous advert for Welsh anthracite, this article provides some fascinating campaign and battle speed information, all of value to the Great War naval wargamer, with some sound useful points begging to be slipped into rule sets.

The problems of ship operations, of manpower, of warship design and of worldwide basic supply of the commodity of coal are very neatly dealt with here. The Japanese, in the 1904-5 war against Russia, Goldrick reports....”...regarded the embarkation of Welsh coal as *‘always the sign of expected action.’*” Interesting! Coaling ship with Welsh anthracite must have been more popular than usual coal, the stuff’s just like black glass, you can rub it in your hands and no dust comes off.

This is a valuable article, though the demise of coal power at sea became inevitable with the advent of turbine propulsion, with which high speeds could be both achieved, and maintained if needed. Long range operations, global in many cases, and the new threats from air and from the submarine required higher speeds to be maintained for long periods. Coal simply couldn’t provide that.

Rob Morgan.
June 2014.

Thanks to Jeff C and Todd K for the following article:

The British *Dido*-class light cruiser *HMS Hermione* (Pennant 74) of the Royal Navy slicing through the Italian coastal submarine *Tembien* like butter on 2 August 1941, west of Malta. The (gouache on board) artwork is entitled, *"A British cruiser ramming an Italian submarine"* by Marc Stone. It is in the collection of the UK National Archives.

The 16 ships of the *Dido*-class, built to a pre-war design, were some of the most modern fleet escorts in the Royal Navy and found themselves at the sharp end of the spear throughout World War Two. Originally designed to be a svelte 5700 tons, with a 1:10 length to beam ration (512-feet oal, 50-foot abeam), they were fast (33-knots) but lightly armoured ships capable of swatting away aircraft, light combatants, and submarines from the fleet proper. Armed with ten rapid-fire 5.25-inch (133mm) guns in five dual-mounted turrets, as well as two sets of triple torpedo tubes, they were basically just really big destroyers-- with a little bit of armour.

Where they had an advantage was in a 4000-nm cruising range of 16-knots, which enabled them to cross the Atlantic at a fair clip. This made them perfect for escorting convoys to places like Malta, Cyprus, or across the big pond.



The *Dido*'s were all named after classical history and legend (e.g. *Black Prince*, *Bonaventure*, *Charybdis*, *Naiad*, *Spartan*, et al) which made cruiser number 74's name after *Hermione*, the daughter of Menelaus and Helen in Greek mythology, logical. As such, she was the Royal Navy's third ship to carry that moniker, the first a Napoleonic war 32-gun frigate, and the second being a WWI-era *Astraea*-class protected cruiser, both with

somewhat unlucky histories. The frigate's crew had mutinied and surrendered to the Spanish while the old cruiser had grounded herself at least twice and was too obsolete to take an active part in the Great War.



The third would be the unluckiest of all.

Laid down at Alexander Stephen and Sons in Glasgow, Scotland in 1937, the war started before *Hermione* was commissioned on 25 March 1941. With just a few weeks in service, she was part of the *Bismarck* hunt, and served on the Northern Patrol in the Atlantic for two months. Rushed to the Med where the Royal Navy was fighting for its very life alone against the Italian, Vichy French and German forces there, she joined 1st Cruiser Squadron Force H, protecting the lifeline convoys running from Gibraltar to Malta and back, then convoys from Malta to Alexandria.



The (*Town* class) cruisers *HMS Edinburgh*, along with the Dido-class sisters *HMS Hermione* (centre), and *HMS Euryalus*, steaming in line abreast whilst they escort a convoy as part of Operation Halberd, at the time the largest resupply effort to Malta, to which the entire Italian navy sortied to attempt to stop.

These runs carried fighters to Malta, oil and supplies to Montgomery's troops fighting Rommel in North Africa, and other valuable commodities. As such, *Hermione* shot down attacking dive bombers, endured endless hours on alert for U-boats and fast attack craft, and had her 'turn in the barrel' everyday for over a year running this gauntlet.



The ship's good luck charm "*Convoy*", *Hermione*'s ship's cat, sleeps in his own hammock whilst members of the crew look on.

On the night of Aug 2, 1941 *Hermione* encountered the Italian *Adua*-class submarine *Tembien* on the surface preparing to send a brace of torpedoes into the precious carrier *HMS Ark Royal*. Had the *Ark* been sunk, British naval power in the Med would have changed for the worse. It was on that evening the daughter of Menelaus rammed and sliced the Roman shark in two, sending her to the bottom.

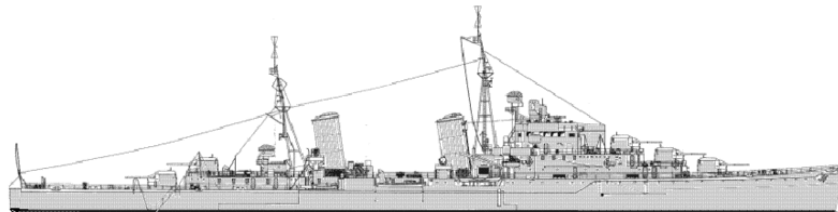
Sidebar on the unlucky Adua-class boats of the Regia Marina: These plucky 800-ton, 200-foot long vessels were well-designed but their crews were unprepared for war against the Royal Navy, which had a long tradition of killing submarines operating close to their ships. Of the 17 Adua's operational during World War II, 16 were lost, almost all to the RN. The class did not chalk up many kills for all of their reckless bravado.

For her role in sinking the Italian submarine, the cruiser *Hermione* was immortalized in wartime martial art, which was soon turned into war propaganda posters. Tragically, the cruiser had already met her own fate before the ink was dry on these posters.

Assigned to the 15th Cruiser squadron in the eastern Med, she came face to face with a boat who had already tried to sink her once the previous winter. On 16 June 1942, she was sunk after being torpedoed just off Alexandria by the German U-boat *U-205* with a loss of some 85 of her crew.

The *Hermione*'s name was issued to a *Leander*-class frigate (F58) in 1967, a ship that by all accounts had a lucky and safe thirty-year life and whose crew share a [reunion and remembrance association](#) with that of the lost WWII cruiser.

Specs:



Displacement: 5,600 tons standard, 6,850 tons full load, wartime overload, 7700-tons.

Length: 485 ft (148 m) pp

512 ft (156 m) oa

Beam: 50.5 ft (15.4 m) Draught: 14 ft (4.3 m)

Propulsion: Parsons geared turbines, Four shafts, Four Admiralty 3-drum boilers 62,000 shp (46 MW)

Speed: 32.25 knots (60 km/h)

Range: 1,500 nautical miles (2,780 km) at 30 knots

4,240 nautical miles (7,850 km) at 16 knots

1,100 tons fuel oil

Complement: 480 (more added in 1941 to man additional AA guns)

Armament:

Original configuration:

10 x 5.25 in (133 mm) guns, 2 x 0.5 in MG quadruple guns, 3 x 2 pdr (37 mm/40 mm) pom-pom quad guns, 6 x 21 in (533 mm) torpedo tubes (2x3).

1941 - 1943 configuration:

10 x 5.25 in (133 mm) dual-purpose guns (5x2), 5 x 20 mm (0.8 in) single guns, 8 x 2 pdr (37 mm/40 mm) pom-pom guns (2x4), 6 x 21 in (533 mm) torpedo tubes (2x3).

Armour: Belt: 3 inch, Deck: 1 inch, Magazines: 2 inch, Bulkheads: 1 inch.

HMS QUEEN ELIZABETH is named

History was made as Her Majesty The Queen officially named the Royal Navy's new aircraft carrier.



A Royal Marines band performing at today's carrier naming ceremony
[Picture: Chief Petty Officer Airman (Photographer) Tam McDonald, Crown copyright]

At a ceremony in Rosyth, Scotland, Her Majesty The Queen officially named HMS QUEEN ELIZABETH in front of a crowd including workers who helped build the ship, the Prime Minister and the Defence Secretary.

The naming ceremony concluded with the smashing of a bottle of whisky over the bow of the ship. Whilst traditionally a bottle of champagne is used to smash against the bow, given the carrier's Scottish roots, it seemed most fitting for a bottle of Islay whisky to be used instead. Towering at 56 metres and weighing in at 65,000 tonnes, HMS QUEEN ELIZABETH is the largest ship ever built for the Royal Navy.



Her Majesty The Queen at carrier naming ceremony
[Picture: Chief Petty Officer Airman (Photographer) Tam McDonald, Crown copyright]

The construction of HMS QUEEN ELIZABETH has truly been an example of British engineering at its best, sustaining around 8,000 jobs at more than 100 companies across the UK. Blocks of the ship were manufactured at yards in Devon, Rosyth, Portsmouth, on the Clyde, and on the Tyne, before being assembled in the dockyard at Rosyth.

Now that she has been named, the dock will be flooded to enable HMS QUEEN ELIZABETH to float for the first time. Work to prepare the ship for sea trials in 2017 and flight trials with Lightning II aircraft in 2018 will continue. Work is already underway on HMS QUEEN ELIZABETH's sister ship, HMS Prince of Wales, which will start to be assembled in Rosyth dockyard later this year.

Ships in a Broken Box.

The four sailing ship models in the photo came from a substantial board game called '*Pirates of the Caribbean*' which I acquired for a pound in the charity shop. Sold cheap because the box was damaged, and the youngster who had I suspect been given it as a present, had opened it, quickly decided it wasn't worth the effort and shoved everything back in. I think I can use the board for a basic game, but the ships are interesting. Four metal models 'fully rigged' and each is 42mm long, standing 40mm high on the table. Nicely detailed and remarkably robust, I'd have no problem finding use for them in a small solo game or ship-to-ship action of the period 1650-1750. They may be around 1/1000th scale, or thereabouts.

Unfortunately, for the purposes of identification, they are all metallic colours, silver, gold and two unusual 'greens'. This is metal through and through, the bases are of the same hue and composition, and each is rather 'shiny', but I wondered if there was a way in which the models could be treated and repainted as more acceptable ships for naval war game purposes? Anyone got any ideas?

Rob Morgan.

July 2014.



SIGNAL PAD!

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

Gaming events are now available on Friday, Saturday, and Sunday!

Admission: \$12 - Adult (18 or Older), \$6 - Students and Active Military

Convention Locations

October 3-4	October 5
Salvation Army Community Centre 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.

If you missed the Explosion Museum in June for the NWS Game Weekend, perhaps you can get to NAVCON in October.

"ATTACK" at Devizes 19th/20th July.
Royal Naval Air Station Yeovilton – Air Day 26th July.
Royal Naval Air Station Culdrose – Air Day 31st July.

Coming in August's AGB: - Italian Midget Submarines, plus lots more (it says here).

Oh! By the way, HMS PALLAS was dispersing anti-Napoleonic leaflets over France.

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)
-
-

NWS North Hants [Every 3rd Sunday]

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

e-mail: gf.crane@ntlworld.com

Devon and the West Country

Naval Wargames afternoon/evening/all day on a regular basis.

Contact Stuart Barnes Watson to arrange the details.

stuart_barnes_watson@hotmail.com

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

Tel: 01271 866637
