



All Guns Blazing!

Newsletter of the Naval Wargames Society

No. 265 – NOVEMBER 2016

EDITORIAL

After a bit of numbering trouble (Aug and Sep AGB both numbered 262, which meant that Oct's AGB was numbered 263 instead of 264) we are now correct with this edition numbered 265. One eagle eyed member spotted it and sent me an email. Well done. What were the rest of you doing? Pay more attention.

September's AGB included a picture of an unidentified Ship with dazzle camouflage. One suggestion is that it is the French Ship GLOIRE. Do you know better?

We don't have themed AGBs but for the second time in four years, we, by chance, feature submarines in this issue.

Cheers.
Norman Bell

Here is a reminder of the Sea Quiz 57 Questions.

1. Which class of warships were also known as 'The Behemoths'?
2. Who aboard a warship was 'The Damager'?
3. Who nicknamed themselves 'The Dogger Bank Dragoons'?
4. Where was 'Scabby Liz'?
5. What in 1916, were the 'Challenge Ships'?

Sea Quiz 57...answers.

One or two tricky ones here, gents.....

1. The King Edward VII Class of the 3rd Battle Squadron, better known to most as the 'Wobbly Eights', but apparently correspondence said, given another nick name 'The Sea Cows'!
2. This lethally named individual was the Manager of the NAAFI!!!
3. The nickname, self-awarded so 'The Navy' said, of the Royal Marine Commandos in WWII.
4. A not very enticing term to describe Scapa Flow.
5. These were the USS Orleans and Rochester, sent into the blockaded area off Flanders in 1916, to challenge U-Boats to attack them (Anyone know more about this, might have a game hidden in it!).

"AN UNLIKELY SURVIVOR."

The October 2016 Issue of 'Current Archaeology' contains a five page (pp36-41) article by Matthew Sheldon on the "...many lives of...." the Monitor M33. It's very well illustrated, some excellent photos, and of course she was considered a 'lucky ship' in WWI terms. She survived steaming to and serving at Gallipoli, and the Dvina River in Russia, becoming the Minelayer HMS MINERVA in 1925, and though listed for disposal served on into WWII as a Boom Defence support vessel. Sheldon describes her as '..making anti-submarine nets.' It's a short article and a good one on a vessel which is indeed a very remarkable survivor in more ways than one! The 6in gun incidentally, came from the Cruiser HMS Delhi.

Rob Morgan.

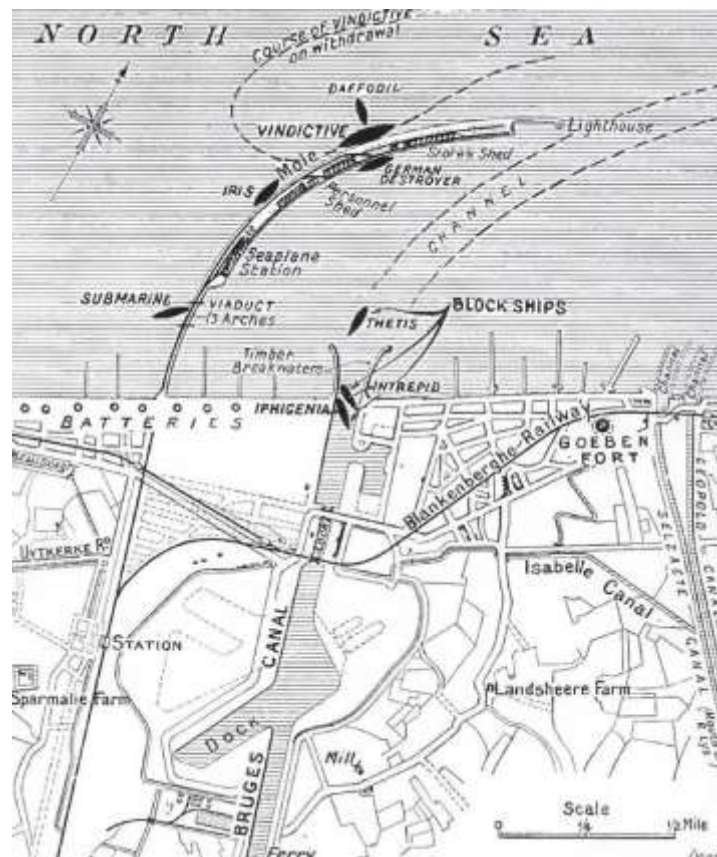
The UK is debating the necessity, cost and design of the replacement for the Trident Submarine. The first steel has already been cut for the first in class – HMS DREADNOUGHT! The boat is being constructed alongside the final four hunter killer Astute Class at BAe's Barrow Yard. The design is not yet complete but at 152.9m (501ft) she will be three metres longer and 1,300 more tonnes than the "V" Class Trident Subs. The first "Dreadnought" was 450 years ago in the reign of Elizabeth I. The ninth "Dreadnought" was Britain's first nuclear sub launched 56 years ago by Elizabeth II and the eighth was of course a certain battleship launched in 1906.



Impression of how the UK's new nuclear submarines may look. Crown copyright.

“Deeps”, past and present, converged outside 15 Cathedral Close, Exeter to unveil a memorial blue wall plaque to Lt Richard Sandford VC, born nearby 125 years ago and winner of the UK’s highest honour for gallantry for his part in the daring raid on Zeebrugge in 1918. Sandford commanded the obsolete submarine C3, packed with explosive and crewed by a handful of men who were charged with blowing up a viaduct. It was just one element of the grand plan to block the Belgian port and prevent the German U-Boats from sailing. The viaduct carried a railway line linking the shore with Zeebrugge’s Mole, which arched out into the channel. Sandford guided his boat alongside the piles supporting the viaduct before lighting the fuse on the charges and abandoning C3. The explosion destroyed the submarine and reduced the viaduct to twisted metal and shattered wood. Sandford was badly wounded in the left thigh and right hand and spent several months in hospital – while in hospital he was awarded the Victoria Cross. He recovered and returned to the Silent Service. He died of typhoid fever just 12 days after the Armistice.

In April 2018 a memorial paving slab will be placed in an Exeter street to mark Sandford’s bravery as part of the Great War Centenary’s national campaign honouring VC winners. The Submariner’s Association is also performing its own commemorations to heroes by erecting traditional blue plaques at pertinent sites.



Picture from Wikipedia.

Engagements Between Very Different Types of Boat!

Smacks vs. Submarines in WWI

By John Wylson

Correspondence with the Editor of AGB led to a request for a photograph of the historical vessel I put my spare time into, instead of getting on with some war gaming!



Photo Excelsior Trust

She is the authentically restored Lowestoft smack *Excelsior* LT472. She can still tow a full-sized 45' beam trawl, but today her main function is to give the young (and not so young) traditional sail training (www.theexcelsiortrust.co.uk).

Excelsior is a survivor from Britain's fleets of powerful sailing trawlers and long-liners that once worked out of Scarborough, Hull, Grimsby, Gt. Yarmouth, Lowestoft, Harwich, Barking, Ramsgate, Plymouth, Brixham and Fleetwood. Even places like Aldeborough and Rye had quite a few smacks registered. However, by 1914 most of the large fleets of smacks had been replaced by steam trawlers, except for those at Lowestoft, Ramsgate and Brixham where cheap coal was not available as they were so far from the coal fields.

Excelsior was one of the last smacks built, being registered in 1921, so she missed the First World War, but most of the rest of the Lowestoft fleet did not. Nevertheless the Lowestoft vessels were all built to the same basic design which had been perfected by 1880 to work the southern North Sea for plaice, although many also worked the Bristol Channel out of Milford for part of the season and by 1913 the Lowestoft Fleet had reached its zenith with 340 first class smacks.

This is a typical autumn scene at Lowestoft, believed to be in 1913. The North Sea herring have 'moved south', or more correctly, 'appeared' off Lowestoft and the great Autumn Herring Fishery is under way. Ahead of the smack are a couple of Scottish Fifie or Zulu lug-rigged drifters, and to port are two local steam drifters which had completely replaced the Lowestoft sailing drifters by 1913. (Little coal was required to drift.) I should emphasise that smacks do not catch herring, which is an entirely different industry, and you can see the end of this smack's beam trawl on her port quarter.

Her tall summer topmast is still stepped and the main topsail is in the process of being set, and the bowsprit has not yet been run out. This smack also happens to be called *Excelsior* LT472 but she was written off following a collision with a Dutch steamer in poor visibility in November 1919. Her skipper, her gear and her fishing number were all transferred to the hull we have today, which was then being built locally on spec.

I have rather dwelt on the description of smacks as they will not feature in anyone's books of warships!



In February 1915 the German Imperial Navy implemented a campaign to sink all enemy vessels in the waters around the UK to cut off Britain's supplies of food and raw materials and starve her into submission. Fishing boats were not immune and the losses from British fishing stations became severe, amounting to 675 vessels by the end of the war. Of these, 250 appear to have been smacks, of which approximately 160 were registered in Lowestoft*. This is not surprising as Lowestoft was right on the 'front line' being Britain's most easterly port, and at that time Lowestoft had by far the largest fleet of smacks in the country.

Expensive torpedoes, equivalent to today's latest guided missiles, would not be expended on such lowly vessels as fishing boats, and even if such a small target could be hit, the torpedo would probably pass harmlessly beneath. So after surfacing near a fishing vessel, the U-Boat captain would at gunpoint order the fishermen to abandon ship. Dynamite charges were then placed on board and the vessel sunk leaving the fishermen to fend for themselves in the 14' 6" (4.3m) open ships' boat. This involved rowing for England, which might lie 50 miles to windward against the prevailing south-westerlies. Salvation largely depended upon being sighted and picked up by another vessel.

The Lowestoft smacksmen naturally clamoured for guns to defend themselves, and the Admiralty eventually agreed to arm a few smacks with 3 pounders manned by a couple of naval gunnery ratings and sometimes a Royal Marine Rifleman as well in the hope that a submarine might be surprised on the surface and hit. These smacks were commissioned as His Majesty's Armed Smacks, but they were still largely crewed by fishermen who had been inducted into the Trawler

section of the Royal Navy Reserve because the smacks were expected to continue fishing. A substantial bounty or reward was to be paid if a submarine was actually sunk.

Some engagements in August 1915 are described in Wikipedia culminating in *HMAS Inverlyon* sinking *UB-4* on 15th. See https://en.wikipedia.org/wiki/HM_Armed_Smack_Inverlyon. In that encounter the smack's gun was concealed and she was handled like a Q-ship with the white ensign run up at the last minute. The fishing boat Q-Ships also changed their names frequently to help conceal their identity.

A rather more typical action was that in which *Excelsior*'s first skipper, Jimmy Strong, fought U-Boats while skipper of *HMAS Fame*. He reported that on March 6th 1916 he had five engagements with U-Boats claiming a U-Boat sunk in the first and the third encounter. As skipper Strong's claims could not be verified he and his crew were not honoured or rewarded for this gallantry. It does seem more likely that the actions were all against one or possibly two U-Boats, and that skipper Strong might have been rather too keen to 'have a go', but fighting off the attentions of U-Boats five times was no mean achievement. It should also be born in mind that the early U-boats were armed with an 8mm machine gun which, if they could get close enough, could easily sweep the deck of a smack which had little superstructure or protection. At the same time the chances of an armed smack's 3 pounder hitting such a small target as a conning tower before coming into machine gun range were not very great.

The result of this 'unfair' behaviour by the British was that the Kaiserliche Marine changed tactics to shelling fishing vessels from a distance using later more heavily-armed U-Boats. Their 88mm guns could easily out-range the smacks' puny 3 pounders which were about the largest that could be mounted on such small wooden hulls.

Of course, ninety-nine times out of a hundred the smacks were completely defenceless against the U-Boats, and even if these newer U-boats happened upon an armed smack then the result was more like the action that took place on 15th August 1917 between *HMAS Nelson* (ex *G. & E. LT649*) and *UC63* (a newly commissioned *UC61* Class coastal minelaying U-Boat). *Nelson*'s fisherman skipper, Tom Crisp, went down with his smack fighting till the end, for which he was posthumously awarded the Victoria Cross. His crew did manage to escape (see http://en.wikipedia.org/wiki/Thomas_Crisp and <http://www.naval-history.net/WW1Memoir-Hales.htm>).

However the odds developed, we are basically talking about fishermen in 19th century wooden sailing vessels fighting submariners in the latest 20th century submarines.

The vessels compare as follows:

	Armed Lowestoft Smacks	Early Coastal U-Boats	Later Minelayer U-Boats
Length:	75' (24m)	92' (m)	162' (49m)
Displacement:	100 tons	142 tons	504 tons
Speed:	variable, but around 5 knots (1½ knots when trawling)	6.5 knots (surfaced) 5.5 Knots (submerged)	12 knots (surfaced) 7 knots (submerged)
Surface armament:	1 x 3 pdr. (47mm)	1 x 8mm machine gun	1 x 88 mm (3.4") gun
Crew:	4 fishermen + 2 gunners	14 submariners	26 submariners

Examples of armed Lowestoft smacks include:

HMAS Boy Alfred (ex *Ethel & Millie LT200*, alias *Leger No.929*, and *S3*). Sunk 15/8/1917 with shellfire from UC-63 while going to the aid of *HMAS Nelson*

HMAS Breadwinner LT109 (alias *Seagull*)

HMAS Early Blossom LT16 (alias *S2*).

HMAS Energic LT1195 (alias *Cheerio*, *Mascot*, and *S1*)

HMAS Glory LT1027

HMAS I'll Try LT379. Sunk 27/7/18.

HMAS Inverlyon LT687. Sank UB-4. Sunk 1/2/1917 by shellfire from U-55

HMAS Nelson (ex *G. & E. LT649*, alias *Bird*, *Extirpator*, *Foam Crest*, *I'll Try*, *Ledger No.929*, and *S3*). Sunk 15/8/1917 by shellfire from UC-63

HMAS Pet LT560

HMAS Telesia LT1155 (alias *C.B.*, *Commodore*, *Hobby Hawk*, and *S4*). Reportedly sank UB-13.

The U-Boats that engaged them include:

UB1 Class Coastal U-Boats (see description above) all launched in 1915.

UB-2 Sank 6 smacks in 2 days.

UB-4 Sunk 15/8/1915 by shellfire from *Inverlyon*.

UB9 Class (as UB1 Class but slightly faster)

UB-13 Caught in mine nets and sunk 24/4/16.

UB-16 Torpedoed and sunk 24/6/18.

UC61 Class (Coastal minelaying U-Boats as described above)

UC-63 Launched 6/1/1917. Sank *HMAS Nelson* and *HMAS Boy Alfred*, but was herself torpedoed and sunk on 1/11/17.

U51 Class (902 Tons; 214'; 17/9 knots; 2 x 88mm guns; crew 35)

U-55 Launched 1916. Sank *HMAS Inverlyon*.

There may not be much wargaming value in these encounters, but they do shed light on a little-known aspect of WWI.

** These figures are based upon an analysis of the original and uncorrected "British Vessels Lost at Sea 1914-1918" by HMSO 1919. As a matter of interest the total losses include 13 Nova Scotian and Newfoundland Grand Banks schooners which were lost when the grounds were attacked in August 1918.*



HMS DUNCAN watches as a Russian Fleet including the Admiral Kuznetsov passes through the English Channel on its way to Syria.



Nimitz-class aircraft carrier USS Ronald Reagan (CVN 76) is at the Republic of Korea (ROK) Fleet base in Busan for a routine port visit as part of a regularly scheduled deployment. Reagan is on patrol with Carrier Strike Group 5 supporting security and stability in the Indo-Asia-Pacific region.

Wreck of German U-boat found off coast of Stranraer



Image copyright Scottish Power

The wreck of a German U-boat that sank almost 100 years ago has been discovered by engineers laying subsea power cables.

Remarkable sonar images show the missing World War One submarine is largely intact and lying off the Galloway coast. Experts believe the vessel could be the UB-85, a sub sunk by HMS Coreopsis in 1918, according to official records. However, naval folklore suggests it may have been attacked by a "sea monster".

Mysterious sinking

The entire crew of the U-boat is reported to have abandoned ship due to the "monster attack" and once aboard the British HMS Coreopsis, their commander, Captain Krech described their encounter. He is said to have spoken of a beast with "large eyes, set in a horny sort of skull... with teeth that could be seen glistening in the moonlight". He apparently claimed that the sub was so damaged in its battle with the "monster", it could no longer submerge. It was found floating on the surface of the water by the Coreopsis. Dr Innes McCartney, a historian and nautical archaeologist who helped identify the wreckage, believes the discovery of the submarine could help solve the mystery of its final hours.

He said: "In the waters of the Irish Sea there are at least 12 British and German submarines known to have sunk and potentially others whose actual sinking area remains a mystery. The features of this

particular wreck, which is largely intact, confirm it as a UBIII-Class submarine, of which we know of two which were lost in the area - the more famous UB-85 and its sister boat UB-82. While I can conclude that this wreck is likely to be one or the other, they would be practically impossible to tell apart, aside from the numbers painted on them in service, now obviously long gone. Unless a diver can find a shipyard stamp, we cannot say definitively, but yes, we're certainly closer to solving the so-called mystery of UB-85 and the reason behind its sinking - whether common mechanical failure or something that is less easily explained."

Sea creature

The historian said tales of sea monsters and haunted U-boats came about due to secrecy surrounding exactly what happened during the first U-boat war which meant that period was "ripe for conspiracies". He said the stories were often concocted as a result of journalists and ex-Navy men "talking late at night, after having a nice time". He added: "I don't think it was a sea monster. I like the idea of Nessie doing her bit for the war effort but in reality the real sea monster was the U-boat."

The historic discovery was made by engineers involved in the £1bn Western Link project to lay a subsea power line between Ayrshire and the Wirral. The 385km (239miles) long cable will carry renewable energy produced in Scotland to England and Wales. The engineers found the wreckage 120m north-west of the centre of the planned route, off the Stranraer coast. It is about 45m long, with debris spilling from the stern.

Mr McCartney believes it is more likely that the sub suffered a technical failure than encountering a "sea monster". But Gary Campbell, the keeper of the Official Sightings Register of the Loch Ness Monster, said: "It is entirely feasible that some large sea creature disabled the submarine. The World War One report from the captain of the British ship HMS Hilary a year earlier makes it clear that sea farers at that time were well aware of large sea 'monsters' that could be harmful to their ships". He added: "The area of sea where the attack took place has a history of sea monster sightings - they have ranged from the north coast of Wales to Liverpool bay. What the German captain said could well be true."

The Trafalgar Class submarine HMS TORBAY is due to decommission next summer. The first TORBAY launched in 1693 was named to commemorate the landing of William of Orange at Torbay in 1688. The fourth TORBAY was a "T" Class submarine and saw service in the Mediterranean at the time of the evacuation of Crete. She covered the passage of Convoy JW51A, which was the first outbound convoy of the 1942/43 winter season.

Looking for a stocking filler for someone his Christmas? Check out the "Ship Spotter's Guide". ISBN: 9781472808691. You should be able to find a copy for £5/US\$10/CAN\$12.

<https://www.wargamevault.com/product/155864/Captaincy>

http://www.wargamevault.com/product/189209/Captaincy-Custom-Handout-Bonanza?src=also_purchased

Check out "Captaincy" Rules for Naval Wargames in the age of sail, 1560 to 1815. Currently available for £12.99 / US\$15 at Wargame Vault. For your money you get over 80 different ships profiled from Britain, France, Spain, and the United Provinces. Extensive, illustrated examples of play support a fresh look at the experience of military sailing. Included is a scenario generator so that actual and what if battles can be played out. These rules are not for beginners as they are comprehensive and will need more than one read through. Although beginners will pick up a lot of sailing terms and what they mean by reading. Movement rules cover heeling over, movement in succession and take several pages. D4s, D6s and D8s are used depending on the wind direction and sails. Players use the dice in different order depending on whether they want to turn or speed in pursuit / try to escape.

If members can get a look at "Eastern Fleet; USS *Saratoga* salute" on YouTube, I'd highly recommend it. Colour film of the Eastern Fleet sailing by *Saratoga* in salute, including a carrier, battleships and battlecruisers, including the French *Richelieu* *Queen Elizabeth* & *Renown*, County and Colony cruisers including Dutch *Tromp* and destroyers. Well worth a look.

Andy Field.



First World War naval scenes drawn by the New Zealand brothers, Esmond and Hal Atkinson, will be displayed at a gallery in Petone, overlooking Wellington Harbour 3rd to 23rd November 2016.

From 1916-1918, the Atkinson brothers served in Britain's Royal Naval Volunteer Reserve, patrolling the English Channel and the North Sea.

They shared a love of the sea, sailing and sketching. The forthcoming exhibition of 80 small pen and ink sketches, at a gallery in their home region, includes drawings of warships that fought at Jutland 100 years ago and lighter moments from life at sea.



America's Centennial Commission and the Belgian Federal Government have signed an agreement to 'share experience, knowledge and technical means' as they prepare for commemorations marking the 100th anniversary of US entry into the First World War. The United States declared war on Germany in April 1917.

As German troops invaded Belgium in 1914, American philanthropists led by the future President, Herbert Hoover, started one of the largest global humanitarian campaigns ever planned. The *Commission for Relief in Belgium* fed millions of Belgian civilians during the German occupation.

100 years on, Robert Dalessandro, Chairman of the US World War I Centennial Commission, and Dirk Wouters, Belgian Ambassador to the United States, signed the Centenary partnership agreement in Washington.

OoOoOoOoOoOoOoOoOoO

I was having a drink last night with a friend who is a teacher. They have started a new exam course, "The History of Warfare", which divides history into 4 eras and have two case studies in each period. And there are no naval (or air battles) mentioned at all!

So I wondered, what would NWS members think were the two most significant naval battles in each of the following periods, and why?

1250 – 1500

1500 – 1700

1700 – 1900

1900 – present day

Andy Field.

Emails to Norman for the next AGB and so we can put those teachers right.

"Ships of War".

It seems likely that the bulk of NWS members and AGB readers based in Great Britain will by the time this is published have encountered this 'new' series of model ships and booklets on the shelves at W.H.Smith's or their local newsagent. They will, I understand appear fortnightly. The first was *IJNS YAMATO*, beautifully boxed at only £2.99....well, yes I bought a couple. More of that awesome battleship in a moment.

The first "Ship of War", as is so often the case, is a bargain. Buy it if you can find it. Number two will be *HMS HOOD*, but priced at £5.99; the third *BISMARCK*, the blurb says will be £11.99, and then *HMS PRINCE OF WALES*. The box in which *YAMATO* was sealed provides an illustration of *PRINZ EUGEN*, which makes four out of five very predictable, but she's a Heavy Cruiser, and will be much smaller than the others. Maybe the 'Hunt the Bismarck' scenario will be extended, *Sheffield*, *Rodney*? To be economically viable as a series of 'collector's' (*sic*) models, there will I presume be about 26 in all issued over the next year. My guess is as good as yours as to the next selection of models....there'll be a US Battleship or two without doubt, maybe an Italian. It's a British company so *Vanguard* may well turn up, the series title's vague enough to allow Carriers, *ARK ROYAL*'s almost a certainty, or maybe a Russian *Kirov* or *Sverdlov*. Probably nothing French at all.

To return to the *YAMATO*, she's very attractive, and nicely if not totally painted. Some 250mm or ten inches long. Sturdy, but... she's full hull, a single piece of



metal with prop and rudder detail. The scale is 1/1000th, and she dwarfs my 1/1200th Revell version. The model comes with a simple, stable stand, and looks well on a shelf. This simply couldn't be cut to the waterline with any ease, and there are a couple of other drawbacks. Main and secondary turrets are plastic, and I had to dig about among the dozen or so examples in the shop to find ones without bent gun barrels, but the superstructure's fine, no aircraft by the way.

I placed her on the table top, and thought what I could do with her? Maybe a game with submarines, or mines with her hull exposed? Any ideas?

Rob Morgan.

Cruiser Corner!

I was in the local charity shop talking to my neighbour who does a couple of afternoons there. She was thumbing through a vast pile of magazines, destined for the 10p a go box. One pile was 'cookery', another 'woodwork' and so on. In a few minutes she had sorted the lot, and one small pile of 5 '*Scale Models*' magazines persuaded me to hand over fifty pence. I can never resist old modelling magazines! They might just contain.....well, anything!

They dated from November 1973, January, February and July 1974, and the last was February 1976. The first four contained naval articles of some interest; in each there was a 1/600th scale detailed plan and elevation of a Cruiser. This was obviously a series, written and drawn by Bob Sweet (was he an NWS member, I wonder?) and the four I had contained, chronologically, the long-lived WWII '*Kirov*' Class, *HMS Bristol*- the solitary Type 82 build, which Bob Sweet described as an Escort Cruiser, the very large (20 in all) Soviet *Sverdlov*'s, and the attractive French *Suffren* Class of the 1960's. Decent articles, though not a great deal of text, and delightful drawings, which may have had as a slight intention been aimed at manufacturers, though without success.

The 1976 issue had nothing at all about 1/600th Scale Cruisers, regrettably, and the articles I now have don't appear with series numbers. So when exactly did it run? Does anyone recall the more of the Cruiser subjects? The series title was '*Marine Modelling*' by the way.

Older readers, and veteran members of this august Society will recall that in the mid seventies, a mere forty odd years ago now, there were many naval, and modelling and wargaming publications on sale, and I for one missed lots, as most of us did I suspect.

Of course reading through each issue over my Horlicks, I found lots to 'ooh' and 'aah' at. In 1974, the Airfix 1/600th *HMS Belfast* kit sold at 54p, and a 1/720 Revell *USS Intrepid* was a pricey 60p. Enough of that...on page 52 of the January 1974 issue there was a short review with photograph of a 'new' range of Japanese kits, made by **SAITO** – waterline, and in 1/1000th scale; they were imported by Argyll Models of Glasgow, and samples of IJN WWII ships, *Figuri*, *Akizuki* and the carrier *Shokaku* were reviewed. Comparison with Eaglewall became inevitable when I looked at the photos, but though an active naval wargamer for most of the last fifty years, I'd never heard of the company, or it's WWII range.

There was said to be another carrier model, of *Zuikaku*, but of course.....! Also mentioned are two submarines, said to be 'minute', and the scale is criticised as well as the quality of moulding, but as the Destroyers came at 33p each, and the carriers at £1.30 they may well have sold in some quantity. The unnamed reviewer suggests that the scale is odd (take a look at what's around these days!) and that ...'for wargamers the size discrepancy will not really matter'. Oh yeah!

How did I miss them?

Rob Morgan.

SIGNAL PAD!

"RECON 2016". Saturday 3rd December Pudsey Civic Hall, West Yorkshire.

"CRUSADE 2017". Saturday 28th January 2017. South Wales' 22nd Annual Wargames show, at a new venue, St Cyres School, Sully Road, Penarth CF64 2TP. Adults £4, children £1.

"Overlord 2017". Abingdon Wargames Club presents its 20th Annual show, Sunday 5th March 2017. Fitzharry's School, Northcourt Road, Abingdon, Berkshire, OX14 1NP. £3 Adults, £1 children.

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, 2016

NWS Northern Fleet – Falkirk East Central Scotland

Kenny Thomson, 12 Craigs Way, Rumford Grange, Rumford, Stirlingshire, FK2 0EU

Tel: 01324 714248

e-mail: kenny.thomson@hotmail.com - Website: <http://falkirkwargamesclub.org.uk/>

Falkirk Wargames Club meets each Monday night at 7pm with a variety of games running each evening. Naval games are popular with 2 or 3 run each month. Campaign games sometimes feature in our monthly weekend sessions. Games tend to be organised week to week making a 3-month forecast here a waste of time. Please get in touch if you'd like to come along.

- Popular periods – Modern (Shipwreck), WW1 and 2 (GQ), WW2 Coastal (Action Stations), and Pre-dreadnought (P Dunn's rules)
-

Devon and the West Country

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

Contact Stuart Barnes Watson to arrange the details.

stuart_barnes_watson@hotmail.com

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

Tel: 01271 866637