



All Guns Blazing!

Newsletter of the Naval Wargames Society

No. 204 –April 2011

EDITORIAL

Gentlemen,

Gunnery: it's all about gunnery. Unless you're involved with ancient galleys or ultramodern missile-based encounters, our hobby, whether you're Jervis or Jellicoe, is primarily concerned with measuring ranges and adding up factors for resolving gunnery. Some five years ago now I came across the ultimate gunnery book, John Brook's *Dreadnought Gunnery and the Battle of Jutland: The Question of Fire Control*. At nearly £70 it was, and indeed remains, the most expensive book I have ever bought! However, this magisterial account seems to have been reprinted, as I saw it the other day in 'Foyles' on the Charing Cross Road for the princely sum of £96.99!! Nevertheless, it is worth every penny—all nine thousand, six hundred and ninety-nine of them. At some point I mean to give it a full review, but for now I'll just say that it gets to the real nitty-gritty issue that lay at the heart of all fire control systems of the period: the importance of the rate of change of range, or 'range rate' for short. If this was changing constantly or too quickly, it played havoc with predicting the correct range at which to aim the guns. Generally, most rule-sets seem to pay lip service to this issue by penalizing vessels which turn or are firing a target that is turning, and you can see the point here. Nevertheless, it is worth considering that if you are bearing down on an enemy line at a constant angle *but not turning*, you won't suffer any gunnery reduction; in reality, however, you could be closing at hundreds of yards a minute. Has anyone ever come across any rules that address the issue by, say, comparing the range of each turns' firing to find the range rate? If I wasn't too scared to attempt it, I'd try myself!

The quest for the perfect rule-set is always our most ardent desire, and of course any rules are a reflection of the rule-writer's view of history and how to interpret that which he considers most important. This can lead to the situation, and I'm sure I'm not alone here, where we love one set because of 'so-and-so', but wish it had 'such-and-such', like your second favourite set. Personally, I love *Seekrieg 5*, but as I've mentioned before (see below) I still have a high regard for *Fear God & Dread Nought*. It has crossed my mind on a number of occasions whether I could *merge* the two, form a sort of hybrid set. But what to call it, that's the problem? *Fear God & Dread Seekrieg* hardly seems fair to my much-loved *SK5* (though it may find sympathy with *many* in the Society!), and *Fear Seekrieg and Dreadnought* isn't much better either! In the end, perhaps it is best not to tinker too much, but I'd be interested to hear of any you have had similar thoughts and how you went about it.

I noticed on one of the *Yahoo* naval discussion groups that it is possible to watch the period film made of *U-35's* exploits in the Mediterranean during WWI. This particular boat was commanded by Lothar von Arnould de la Pierre, and he remains the highest scoring submarine commander of any service in either world war, with some 535,900 tons to his credit. If you are interested, and I'm sure you are, it can be found at:

www.europafilmtreasures.eu/PY/269/see-the-film-the_enchanted_circle

Well, as usual, a mixed bag of delights this month, with excellent contributions from Mike Dowd and Rob Morgan, along with some more of my ramblings on *Fear God & Dread Nought*. But before I go, I must share this little ditty that appeared in *Private Eye* magazine a couple of weeks ago in their famous 'Colemanballs' section:

"And the fleet that defeated Napoleon at Waterloo was built right here—in Chatham".

Well, well, I never knew that!

'Up Spirits' and see you next month

Richard Wimpenny
wimpenny@talktalk.net

ALL ABOARD! IWMN NAVAL EXHIBITION

By Mike Dowd

Following on from the lead of Rob Morgan's in *'Signal Pad!'* regarding the exhibition of Captain Fryatt's action against *U33* and his subsequent capture and execution by the Germans currently displayed at the Imperial War Museum North, I decided as it has been quite a few years since I ventured inside, that I would toddle along to see if it were indeed worth reporting on.

The Fryatt exhibit turned out to be within the main museum space, but upon entry I found myself presented with a much wider and more fascinating aspect of naval interest in the 'special exhibitions' area entitled *All Aboard-Stories of War at Sea*, which had been running since last May (!)- I really need to pay more attention, or get out more.



This exhibition (of which sadly photography is not permitted – whilst photos are OK in the main museum) contained some wonderfully fascinating artefacts which are well worth investigating. I was especially pleased that so much of this particular exhibition was given over to emphasis on WW1. I'm primarily a dreadnought and pre-dreadnought man in specific interest and wargames terms—and yes I have thus been introduced to *SK5* by the Editor—which is superb and I am a huge fan. Though I have also been known to have 'set sail' against him, usually badly, in the past! (*That's not my recollection. Mike has forced me to 'swim home' on many an occasion!* RW)

Anyhow, upon entry to this gallery, the first item of which the visitor comes across is slightly perplexing. It is a fair sized piece of distorted steel plate 1 ¼" thick, (or '3 cm' as it was labelled—this creeping metrication on British things that were never intended to be is a pet hate of mine!) purports to be from a WW1 naval gun shield, and that the distortion was probably created during its removal / scrapage. However, the size shape and elongated slits

within the plate, the configuration of these apertures' and the distance they are set apart does suggest that it was possibly something other. I have checked the excellent 'navweaps' site www.navweaps.com for shield and mountings of smaller calibre weapons but perhaps other than something like a Hotchkiss 6pdr QF there appears no such illustration/listing of this particular shape style and configuration of shield. It may be more another piece of the gun mounting, as I don't doubt the IWM's collection cataloguing, or perhaps it's something altogether different. If anyone has a more positive / knowledgeable take on this it would be greatly appreciated as there is an annoying lack of further visitor info to explain. There also appears to be a few 'spang' marks on the piece around the principle point of distortion—perhaps it had a more exciting life than it is credited for.

Adjacent to this is something of far more definitive provenance—a 4-inch gun mounting from HMS *Laurel*. My heart raced! Yes, HMS *Laurel* taking part in the first naval sortie of the Great War on 5th August as part of Tyrwhitt's Harwich Force 2nd Destroyer Flotilla, veteran of—and badly mauled in—the battle of Heligoland Bight, as well as being present at Jutland, where she picked up the most survivors from *Queen Mary* yes, *that* HMS *Laurel*!

Nearby lies a piece of 15-inch gun muzzle, cut (with many acetylene torch scars on its rear end to show how difficult this was to remove) from the end of an un named weapon; however, it illustrates beautifully the cross section of manufacture, but again the provenance cannot be ascertained if this were indeed RN or of WW1 vintage, knowing for sure which vessel it came from or was intended for would add a lot to it for me. However, just tap it with your knuckle though to see what the term 'density' means!

In the main display cases there are other treasures, including a large piece of German shell extracted from *Warspite* after Jutland which is hard to gauge if it's 11-or 12-inch, but a good illustration of the size and thickness of shell splinters and just how devastating this would be. *Warspite's* ship's wheel is also here. Most interesting to me were the displays of original personal diaries, accounts and letters from ordinary sailors of their eyewitness accounts and experiences of the major WW1 engagements they were present at, and the manner in which they describe the momentous events they were involved in. Especially poignant

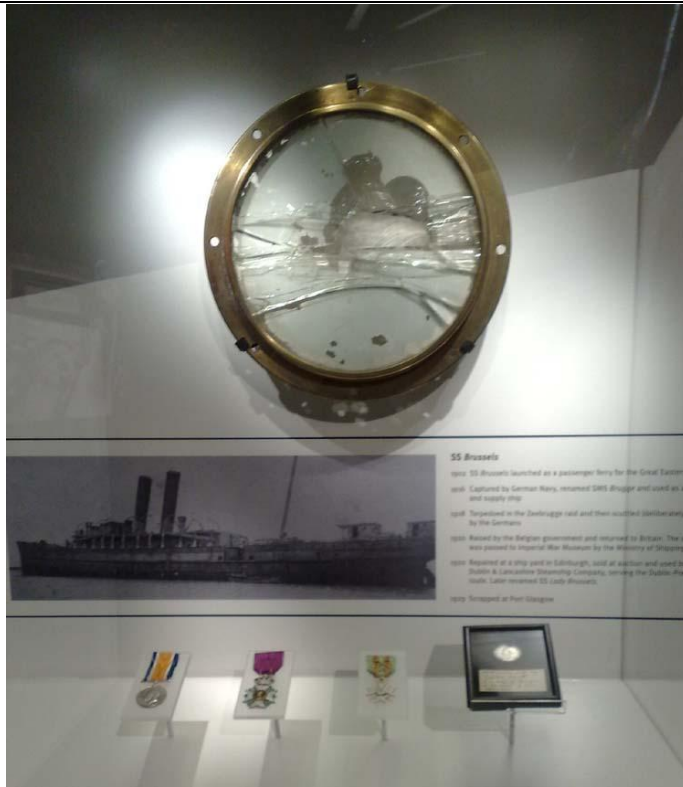
was that of one seaman stating how he saw so many of the rescued *Gneisenau's* crew still perish in the *Inflexible* due to their time in the freezing waters of the South Atlantic.

Elsewhere there is a superb large scale cut away model of *E.29*, (date of creation unknown), the ship's bell from SMS *Baden*, the main bell from *Iron Duke* (an auxiliary example is elsewhere in the main museum) and the bell from *Chester*, there is also a lifebelt rescued from HMS *Inflexible*.

Original WW1 mines and depth charges in full cut away are dotted about, for open exhibit inspection and as the exhibition moves in to WW2 and beyond, I segued in to the main museum—and switched on my camera. Here again there is a pleasing emphasis on WW1, with many artefacts to set my other passion (WW1 aviation) racing, but I was here to discover the Captain Fryatt exhibition, which was fairly central and..well..a little tame after what I had just experienced.



True, I learnt something, for I never realised Fryatt for a while was a cause celebre akin to Nurse Edith Cavell, but there was little more about the events of the action itself. There is of course a remnant of the damaged porthole from his vessel the SS *Brussels*—but this is not directly attributed to a result of the action, as the ship led a chequered life after capture being a depot ship before being scuttled by the Germans in 1918, raised by the Belgians and returned to the UK as an Irish Sea Ferry before being finally broke up in 1929; still, I wouldn't mind it on my wall at home. Nor, more tellingly, was there anything about U boat actions in WW1 and in particular *U-33* and her then notorious skipper Konrad Gansser and his subsequent reputation; a case of 'let's not be beastly to the Germans' I suppose(?) (after all it is so commonplace these days—even in the IWM and more especially under WW2 where displays refer to 'The Axis forces', or 'the Nazi forces' or 'Hitler's forces'—never the principle protagonists, the 'Germans').



Just around the corner there remains one of those pleasant serendipities—the lifebelts from the *Aboukir* and *Cressy* (I wonder whatever happened to one from Hogue? Never washed up?), as well as from *Formidable*, and—in its own special case—a lifebelt from *Indefatigable*, washed up on Scandinavian shores after Jutland. There are also other various smaller artefacts far too many to list here but special mention must also go to a superb museum model of the *Duke of Edinburgh*.



In summary the whole experience is still well worth a visit. I remain a little surprised this special exhibition has not been flagged up more elsewhere, as it had escaped me—but then again I love nice surprises, and this didn't disappoint, so am remain thankful to AGB for getting me along there in the first instance or I may have missed it all.

True, the main museum is targeted around school visits, and with a sometimes ponderously heavy hand about war being a terrible thing (no kidding) and it still interrupts (in my opinion) the more studied experience by holding 'the big picture show'



where the lights are dimmed and giant film projections are directed on to the walls of the main gallery space and a 'video installation and acoustic narrative' is held for 10 minutes or so (it seemed longer) for the benefit (it seemed to me) of some particular 'interactive' syllabus coverage. However, the museum generally does seem to have rowed back *a little* since last I visited on the issues of covering every angle of 'inclusiveness' in the interpretation and choice of exhibits. Then again, if you think about it, this museum was only completed in 2002 and therefore opening such a startling and expensive building with the help of public funds and calling it the Imperial War Museum, in this day and age, it is hardly a surprising sop to throw in terms of content, and I suppose the whole development could so easily have been simply another 'shopping experience' instead, if the funding authorities involved had a change of heart or got cold, politically correct feet. Apropos of which, (the retail aspect, I mean) the museum shop is simply woeful, and could do with a major rethink, better to save your money for the £4 car park charge instead. Try to avoid times where there will be noisy school parties, though perhaps think again about going weekends whilst we are still in the football season: the museum is perched literally on the southern quayside of the Manchester Ship Canal and therefore just around the corner from the Old Trafford soccer stadium, and the whole area gets tremendously busy and congested on match days or if concerts are being staged. Always check beforehand, and try to still get *All Aboard* until 25th April.

THE NAVY LEAGUE AND 'THE NAVY'

By Rob Morgan

This isn't intended as part of the regular quiz, not in any sense, though it is pleasing to discover that members enjoy it; proves nostalgia's not dead!

The pages with questions and answers I photocopy, for annotation of course, and then make up a much more widespread five question quiz than was the case in the 40s and 50s when the original writer put them together. Or was it perhaps a team? These pages have some odd notes and end paragraphs on them. One, from 1951, is a 'reappraisal' of the old Royal Yacht *Victoria and Albert*, at that time laid up, as she had been since 1939 in fact. The author, a captain RN, talks about her apartments be ready to receive the King at, 'very short notice,' and hints at the prospect of preservation at Whale Island. Since she had been the accommodation ship for gunnery officers at HMS *Excellent* for about twelve years, perhaps he was being optimistic about the state of the Royal Apartments! There is a wonderful letter from a Major Oliver Stewart RM on the subject of the role of the 'Princess' class flying boats in 'the new jet age,' as though that new age was a fleeting thing and barely worth of notice.

If you are seriously into 'nostalgia', try the comment from the early 1950s that...

The Royal Navy will have within the next eighteen months no fewer than seventeen aircraft carriers, of which eleven, subject to modernisation of the 'Victorious' class, will be suitable for offensive operations in enemy (Soviet) waters.

I've no idea who wrote that, it is an end sentence from a larger piece, but it should raise a sigh if nothing else!!! What a wargame!

The contents of 'The Navy' reflect a naval community long gone, and the questions in the quiz were just as remarkable. Try this one...and it is one single question in a group of twelve, of which three are equally as complex...

What colour were our ships painted at the Battle of the Nile?

Now obviously any Napoleonic wargamer is going to know these off by heart. The answer is this: *Audacious*, *Orion*, *Defence*, *Alexander* and *Bellerophon* had plain yellow sides.

Goliath, *Theseus*, *Vanguard*, *Leander*, *Swiftsure* and *Majestic* had yellow sides with a black strake between the upper and lower gun ports.

Zealous had red sides with a small yellow strake between ports.

Minotaur: red sides with a black strake between ports. While, apparently, *Theseus* had yellow hammock cloths with ports painted on them to represent a third tier of guns!

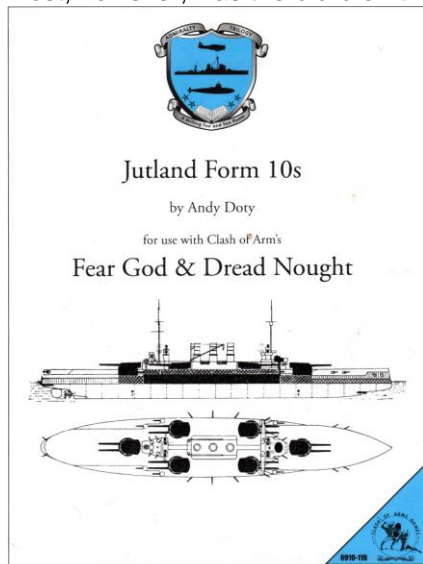
A little more complex than 'what were the colours of our ships at Jutland?' I think!

Seventeen Royal Navy carriers, eh? Go on, name them!

JUTLAND FORM 10s By Andy Dotty
For Use With Clash of Arms' Fear God & Dreadnought
 (Clash of Arms. £16, approx.)

Review and thoughts by Richard Wimpenny

Before I began to use *Seekrieg 5* on a regular basis, my preferred early twentieth century rule-set was *Fear God & Dread Nought (FG&DN)* by 'Clash of Arms'. For some years now my *FG&DN* have lain fallow, but last autumn I came across *Jutland Form 10s* while browsing in a gaming shop just off the Charing Cross Road (*The Orc's Nest*, and worth a visit if you're in Town). It is a slim, sixteen-page booklet with a CD-ROM in the cover that has PDF files for all the *FG&DN* ship logs required to fight Jutland. Once in your computer, they can be viewed or printed off as often as required and all 'at the pull of a lever', as it were; very handy, and one of the wonders of the modern age as far as naval wargaming is concerned. What intrigued me most, however, was the blurb on the back cover:



"Jutland Forms includes a new rules supplement bringing Fear God & Dread Nought more in line with the harmonized rules standard by replacing Chapter Eight (Damage) and the gunfire modifiers table."

I had always admired some aspects of the *FG&DN* damage system, while scratching my head over others and this tantalizing snippet was just too much to resist! (I'm sure I'm not the only naval wargamer who can't resist 'collecting' rules!) I just *had* to know what was inside!

The first change noticeable is the new gunnery modifier table on the opening page. In the original *FG&DN*, there were two 'Gunnery Hit Chance Modifier Tables', one for pre-dreadnought types and another for their more advanced dreadnought brethren. These have now been combined into one table. It is a great shame that *Clash of Arms* didn't employ a more careful proof-reader because, unfortunately, the errors start here! The basic hit chance at Long Range for 'Gunnery Standard Two' (dreadnoughts) should be 10%, not the 15% given. This

inaccuracy is continued on the individual ship logs, too; though in fairness, *Clash of Arms* have issued an errata file and are going to correct newer versions of *Jutland Forms*, and this may have occurred already. However, confusingly, at the bottom of the chart it states that the final modifier should be multiplied by 3% at close and medium range and 2% at long and extreme. (The reason being that minus modifiers wouldn't be quite as 'painful' at the longer ranges.) The problem is **the 'per cent' part isn't needed** and it just adds confusion: it should simply say multiply by 3 or 2; thus a final score of 2 at medium range would become a +6, while a -2 at long range would end up a -4.

I must state here and now by the way, in case you may have picked up 'the wrong end of my stick', that I really do like *FG&DN*, especially the alterations as given in *Jutland Form 10s*. Furthermore, Andy Dotty, the author, and *Clash of Arms* supremo Larry Bond have been falling over themselves to clarify

König BB **König class GE**

BASIC SHIP DATA		In Service: 1914	COMBAT CAPABILITY	
Ship Class: BB-101	Order No: 101	Standard: 4 x 1	WT: 18,000	Range: 1,000
Displacement: 18,000 tons	Length: 160 m	Armament: 10 x 12"	Primary: 100 m	Secondary: 100 m
Max Speed: 21 knots	Max Range: 10,000 miles	Armor: 10"	Deck: 2"	Structure: 10"
Accommodation: 1,000 crew	Armament: 10 x 12"	Armor: 10"	Deck: 2"	Structure: 10"
Accommodation: 1,000 crew	Armament: 10 x 12"	Armor: 10"	Deck: 2"	Structure: 10"

WEAPONS

Caliber	Rate of Fire	Range	Accuracy	Damage
12"	10 RPM	10,000 yds	10%	100
10"	15 RPM	8,000 yds	15%	80
8"	20 RPM	6,000 yds	20%	60
6"	30 RPM	4,000 yds	30%	40

DAMAGE & SPEED BREAKDOWN:

Damage Taken	0	125	250	375	500	Critical Hits	0	1	2	3	4	5
Max Speed	21	18	15	12	9	Engineers	0	1	2	3	4	5

REMARKS:

At Jutland engaged Koning class BB-101 and BB-102. Engaged Koning class BB-103 and BB-104.

Fear God & Dread Nought Form 10

certain issues and correct genuine mistakes. The 'Admiralty Trilogy' discussion group (<http://games.groups.yahoo.com/group/AdmiraltyTrilogy/>) and the *Clash of Arms* website (www.clashofarms.com) are also extremely useful. As *Jutland Form 10s* is not a 'stand-alone' product and requires the full-blown *FG&DN*, my review will, in part at least, have to assume some prior knowledge of the rule-set to make any sense of the changes made. I apologise if this is tedious to the more general reader; on the other hand it may whet your appetite all the same!

The first point to strike my eye was the way damage points are reduced if the shell cannot penetrate the armour rating. Before I cover this issue, however, it may be useful to explain how armour is dealt with in *FG&DN*. Ships (at least as far as shells are concerned, there is a separate underwater protection level) have only two ratings: 'Belt' and 'Deck'. While at first glance this may seem an over simplification, it is the product of a detailed averaging of the many armoured, or not, areas of a ship; and as damage in *FG&DN* is not shell-specific, as for instance in *SK5*, in practice this not a handicap. (Note that although the term 'Belt' is used, it is actually a reflection of all a ship's vertical armour; therefore, a protected cruiser that had slopping deck armour but no belt, does have a 'Belt' rating in game terminology.) In my original set of the rules, if a shell failed to penetrate the Belt or Deck armour its damage rating was divided by 3 if AP or SAP, and by 4 if CP or HE. This has now been changed to a blanket 'divide by 2'; however, gunnery data seems to have been changed in line with this, so I'm not sure whether this amendment is supposed to be applied across the board with the older data. However, if you're going to use the Ship Logs as provided in *Jutland Form 10s* everything should be fine and dandy.

One of the pluses that I always thought *FG&DN* had over *SK5* was that fire and flooding damage wasn't so immediate, and that, generally at least, it took a little more time to take hold or become catastrophic. This has been improved yet again with the rule changes in *Jutland Form 10s*; for now if a shell causes a fire or flood critical hit the percentage of damage is worked out, but not applied for three turns (tactical turns are three minutes) and then every thirty-minute Intermediate Turn. Flooding damage from mines and torpedoes, however, is applied immediately. In the original rule-set fire and flooding levels were either 'Minor', 'Major' or 'Severe' and a percentage damage level was set accordingly, based on when vessel was constructed. This has been changed to a die roll which gives more variation. There is also an alteration here regarding armour penetration. Previously, fire criticals did not need to penetrate, while flooding ones did, the reasoning being, presumably, that a fire could be started anywhere, but to cause flooding the belt armour needed to be holed. This always grated with me, as armoured belts varied greatly in thickness along a hull, but if you couldn't penetrate the 'Belt' rating there was absolutely no chance of causing any flooding. Now, however, if the armour isn't penetrated, both fire and flooding critical hits halve the effect of the percentage die roll. Representing the effect that a shell (or shells) hasn't penetrated deep enough to cause a substantial fire or it has only been able to defeat the belt over a less vital part of the hull, leading to less severe flooding.

In short, if you like, or are interested, in *FG&DN* then do buy *Jutland Form 10s*. It is *almost* usable straight of the wrapper and I am more than willing to provide my last few months' experience 'digging' and sorting out to any interested parties. As a rule-set they are excellent at all the background and ancillary stuff, too, visibility, signalling, minefields, etc, things that for me really create atmosphere; and with the gunnery and damage amendments, coupled with the printable ship logs, it is now a set much easier to use than it used to be. Oh, and in case, like I was, you're wondering why *Form 10s*, apparently it is a hang-over from the 'Harpoon' basis of the rule system, whereby ship forms were F10s, air F20s and land combat units F40s, or something like that, anyway. *Jutland Form 10s* is definitely worth a look.

SALUTE 2011

This year the society is putting together a 'party game' based on the Tarigo convoy action of April 16 1941, the date of 'Salute'! 1/600 models will be used with a simple bespoke set of rules of our own devising. Four players will each take command of a British destroyer intent on sinking an Italian or German troop convoy during a night attack off the North African Coast. There are still a couple of free entry places left to come along and help run the game. Anyone interested should contact me, **Simon Stokes**, at simonjohnstokes@aol.com.

THE GOLDEN HIND: A RARE MODEL.

By Rob Morgan



This is unusual. A 1/100 scale Polish model of the re-named *Pelican* and one made from paper. It comes from a company called 'Maty Modelarz' and is one of a vast range of ship, tank, aircraft and other models in a mass of scales. The A4 booklet containing the model parts retails at 18 Zlotys, or about £3.89. There are other more unusual model warships. A cog and a well-known fifteenth century Danzig hulk are only 5 Zlotys each, while a 1/300 model of HMS *Hood* retails at 32 Zlotys, or about £6.90, for a 23-page A4 book with hundreds of elaborate parts. A run of, oh, what, ten of fifteen bad winters like that last one ought to see you complete it! There is USS *Essex* and the Polish WWII destroyer *Piorun* too.

The model is made entirely from paper; a type of modelling that has a long history in Eastern Europe. I have attended model shows in the Ukraine where all of the models, some in very large scales, as large as 1/12 or even 1/6 were of paper construction. The Golden Hind comes in around 125 cut out (as in *you* cut them out) pieces, all very neatly coloured, and some very fine and flimsy indeed. I don't I'd try it, but I'm

sure there are many modellers out there with the necessary skills and a good pair of scissors. The instructions are in Polish, no summary in English or German, and although the paper model piqued my interest, it really wasn't for me. I have to admire anyone who could venture the task, no doubt about it. I'm told by my colleague Dr. Jerzy Litwin of the Gdansk Maritime Museum who provided the models that the Warsaw-based manufacturing company exports to Russia and to Germany. Their shop at the museum sells lots of them, I understand. I think 'Airfix' 1/600 is a better bet!

THE NAVY LEAGUE QUIZ PART EIGHT

Once again, regular contributor Rob Morgan has provided another instalment of his quiz taken from the 1950s 'The Navy'. But before we continue, here, as usual, are the answers to last month's questions.

1. With which did HMS *Hawke* collide in The Solent in 1911?

'Hawke' collided with the liner SS Olympic.

2. Name six British warships named after foreign military and naval commanders.

'Marshal Ney', 'Marshal Soult', 'Stonewall Jackson', 'Robert E Lee', 'Admiral Farragut' and 'General Grant'. (An odd mixture of personalities, which would take some explaining to modern readers, I suspect. Incidentally, the original question gives two more: 'Jeanne d'Arc' and 'Victor Emmanuel'.)

3. Which warships were lost in the Great Storm of 1703? (The paper gives six, of which four were sunk.)

'Mary', 'Stirling Castle', 'Northumberland' and 'Restoration' were sunk, while 'Newcastle' and 'Resolution' were driven ashore and wrecked.

4. Which twentieth century Royal Navy warship mounted 12-, 15- and an 18-inch gun?

The monitor Lord Clive was originally armed with two 12-inch. An 18-inch was added for the bombardment of the Belgian coast in 1918. (I think the gun was intended to bombard the inland U-boat base at Bruges. Does anyone know any more?)

5. Samuel Pepys, a civilian, was given the rank of captain by the Duke of York so that he might sit on a court martial into the loss of a warship. Which warship was lost and of which warship was Pepys made captain?

Pepys was nominally captain of the 'Jersey'.

PART EIGHT

1. Name twelve British warship names beginning with 'Br...'?
2. Which admiral was known to the fleet as 'Rosie'?
3. Which were the first steel-built Royal Navy cruisers?
4. Which old warship rammed HMS *Victory* on October 23 1903, while on her way to the breakers?
5. What did HMS *Bulwark*, HMS *Natal* and HMS *Vanguard* have in common?

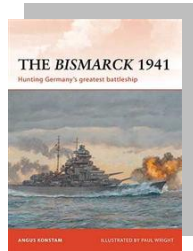
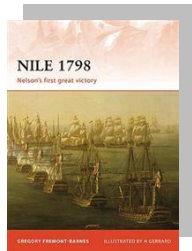
Good luck, everyone!

SIGNAL PAD!

USS Olympia

I notice from the 'e-newsletter' of George Mason University in the USA that the USS *Olympia* is 'desperately seeking' a new home. Described as the oldest steel warship still afloat, she was launched in 1892 and served as Admiral Dewey's flagship at the Battle of Manila. Economic problems in the USA are cited as the reason, as the costs of preserving an historic ship are immense. It seems that as recently as the late 1990s it was suggested that *Olympia* might be scrapped. **(Rob Morgan)**

New Ospreys



The ever-popular Osprey range have two new naval titles coming out over the next few weeks or so in their 'Campaign' range: The Nile, 1798 (No.230) and Bismarck, 1941 (No.232). When, or if, you read these, please send me a review to publish; to pass on the good (or otherwise) news! (RW)

USS Vesuvius

The April 2011 issue of *Sea Breezes*, the 'World Ship Society's colourful monthly publication, contains an article entitled 'The Animal Coughed' (pages 41-43), by Kyle Mckibben. It is an account of the development and career of the world's only 'dynamite cruiser' and her use in the Spanish-American War of 1898. It is worth taking a glance at, not only because of the succinct and frank account of the activities of this unique warship, but also the author's interesting comments on naval ordnance generally, and on the development of the ironclad warship. The intriguing title, apparently, comes from an observer's description of the sound of her three 15-inch airguns being fired! **(Rob Morgan)**

JOINING THE NAVAL WARGAMES SOCIETY

If you have been lent this newsletter and would like to join the Naval Wargames Society, please follow this link to join our Society:

www.navalwargamessociety.org.

NWS Events and Regional Contacts, 2009

NWS Northern Fleet – Falkirk East Central Scotland

Kenny Thomson, 1 Excise Lane, Kincardine, Fife, FK10 4LW, Tel: 01259 731091

e-mail: kenny.thomson@homecall.co.uk - *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)
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-

NWS North Hants [Every 3rd Sunday]

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

e-mail: gf.crane@ntlworld.com

NWS Wessex [Bi-Monthly Meetings]

The Wessex Group has gone into (hopefully) temporary abeyance for the moment. If anyone living in the Bath / Bristol / Gloucester area (or further afield) would like to take on managing the group please contact myself or any of the other NWS officials.
