



All Guns Blazing!

Newsletter of the Naval Wargames Society

No. 301 – NOVEMBER 2019

Welcome to new NWS Members, Tim Aitchison, Matt Tarrant and Scott Blair.

The UK MOD expects the first Type 31 Frigate to be in service in 5 years' time. (I'll believe it when I see it) The five ships will be built in sections around the UK before final assembly at Babcock's yard in Rosyth. The Type 31 and the already under construction Type 26s will replace the thirteen vessels of the Type 23 Duke Class. The Royal Navy is also developing unmanned vessels (water borne drones) for piracy patrols, task group protection, surveillance missions and mine countermeasures. The RN is determined to be a world leader in autonomous mine countermeasures capabilities.

Norman Bell

Ships' bells have been a part of the traditions of the world's navies and merchant fleets for centuries for both functional and ceremonial uses. One of the earliest recorded mentions of a ship's bell was on the British ship *Grace Dieu* in about 1485. Some ten years later, an inventory of the English ship *Regent* listed two "wache bells."

Oregon, a Virginia-class submarine designated SSN 793, is the third U.S. Navy ship to honour the state. The first USS Oregon was a brigantine ship purchased in 1841 and used for exploration until 1845. The second Oregon (Battleship No. 3) was commissioned on July 15, 1896. Known for one of the most dramatic voyages ever undertaken by a ship of the U.S. Navy, Oregon sailed over 14,000 miles in 66 days, leaving San Francisco in 1898 and travelling south through the Straits of Magellan until finally arriving at Jupiter Inlet, Florida, where she reported for battle in the Spanish-American War. While the ship demonstrated the capabilities of a heavy battle ship, it also eliminated any opposition to the construction of the Panama Canal, as the country could not afford two months to send warships from one coast to another in times of emergency. Decommissioned in 1906, she was later recommissioned in 1911, and remained in the reserve, until stricken from the Navy list in 1942.

John F. Kennedy, the second aircraft carrier in the Ford class, is under construction at Newport News Shipbuilding.

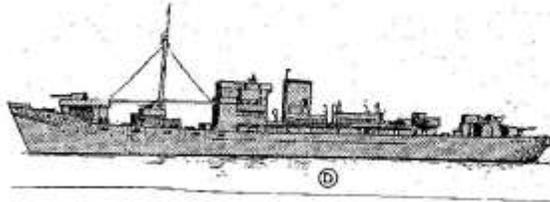
1/10/20

SEA QUIZ 88. A delight of fifties naval art work!

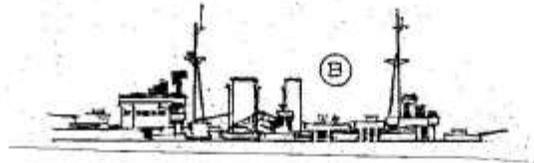
Well, perhaps not! I still can't understand why no photographs ever appeared in 'The Navy' quizzes. The illustrator's work isn't at all bad, and indeed, few of the line drawing questions ever brought any comment at all, let alone criticism. Very disciplined lot the readership. The drawing in Q. No. 2 is complete, by the way, that's all there was! While question 5 comes from one of the occasional 'naval aviation' selections.

Off we go.

1. Name this WWII auxiliary....



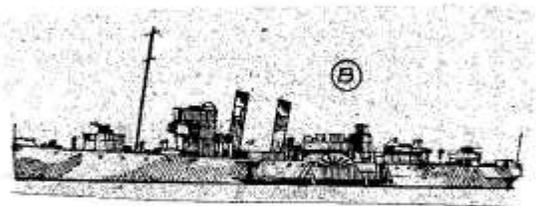
2. And this RN Cruiser of WWII...



3. Name this WWII Destroyer....



4. Name this WWII a/a paddle steamer.....



5. Name this aircraft type, and what is its role in wartime?



The following clippings were sent to me by Rob Morgan, last year and I saved for November this year.

NAVAL SURRENDER TODAY

FROM THE TIMES NOVEMBER 17, 1918

Out of the fog came into the Firth of Forth a smart little destroyer, unlike any other fighting ship of the Grand Fleet in that she is all white. Not many days ago HMS Oak, known by every man in the Navy as "Beatty's destroyer", carried the King and Prince Yorihito when they visited the Fleet. Now she has carried Rear-Admiral Hugo von Meurer and four officers of his staff from the German cruiser *Königsberg* to the British battleship *Queen Elizabeth*, the flagship of Admiral Sir David Beatty. They came as the emissaries of a Navy which preferred humiliation to

destruction, their mission to make arrangements with the Commander-in-Chief of the British Fleet for the handing over of the 74 ships which, by Article XXIII of the terms of the armistice, are to be forfeited to the Allies — six battle cruisers, 10 battleships, eight light cruisers, and 50 destroyers.

The Fleet, wrapped in a chill mist, waited eagerly for the messengers who were to herald the crowning achievement of more than four years of patient, painful endurance. The *Königsberg*, flying the German naval flag, was met at the appointed place in the North Sea by a force of light cruisers and torpedo craft, and escorted to British waters, where the German delegates went aboard the Oak. The Oak steamed up the Firth to within a short distance of the *Queen Elizabeth*, and the German officers were taken to the flagship in the British Admiral's barge.

Admiral Meurer was piped aboard

in the customary way. Waiting on the quarter-deck were Commodore the Hon. Hubert G. Brand, Captain of the Fleet, other officers of the ship's company, and a file of marines. The German Admiral saluted the quarter-deck, and was escorted to the cabin of Admiral Sir David Beatty. During the historic meeting which followed, Admiral Beatty sat at the head of the table, with a portrait of Nelson behind him. Opposite sat Admiral Meurer and the other members of the delegation, one a Zeppelin commander and another a submarine commander. The conference lasted until the early hours, when the German officers returned to the Oak. Shortly before midday they again visited, and remained until about 6 o'clock. Then, by the way they had come, they set out again for Germany.

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TWENTY U-BOATS GIVEN UP

FROM THE TIMES NOVEMBER 21, 1918

The first 20 of the German submarines to be given up to the Allies under the terms of the armistice surrendered to Rear-Admiral Sir Reginald Tyrwhitt soon after daybreak yesterday at a point about 35 miles from the Essex coast. The U-boats, escorted by British warships, proceeded in the charge of their own crews nearly to Harwich, where they were boarded by British seamen and taken into harbour. The crews afterwards embarked in transports and returned to their own country. More enemy submarines will be surrendered today, tomorrow, and on Saturday, by which time the

total number will have reached 96.

The occasion had no parallel in history, and yet the most enduring impression is that the surrender was completed in silence. Even those nearest to the submarines report that not one voice was heard. On the lower deck of the cruiser *Dragon* the men puffed at their pipes and watched the passing pests of the sea with scarcely a word. If the craft so ignominiously handed over had been destroyers there might have been a little sympathy for the officers and men who had to give up their ships, but these were boats whose like had fouled the traditions of the sea, and humiliation was a light punishment for those who manned them.

At five minutes past 7 we were at the rendezvous, and the Germans were punctual. The U-boats were dark lines on the sea, with their conning towers showing like humps. As a blood-red sun rose out of the haze an amazing procession set a

course towards the Essex coast. The *Dragon* led, the transports — rather uncertain in keeping line — steamed behind. Then came a destroyer with five enemy submarines in her wake; beyond our vision more destroyers and more submarines. A British rigid airship of the Zeppelin type, R 26, came out from Harwich, and at a height of 800ft sailed majestically down the line. A silvery Blimp followed, and later three flying boats. For the next two hours the aircraft kept company with the procession, flying low, and passing and repassing over the German ships.

Generally, the situation was accepted meekly, but I hear of one German who wept. All the Germans, except those required below, stood on deck as the squadrons passed towards the river. Altogether the crews numbered well over 500 men.

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GERMAN FLEET'S SURRENDER

FROM THE TIMES NOVEMBER 22, 1918

The sun has just gone down on the most wonderful day in all the long history of war by sea. A great navy, once proud in its young strength and in its high Imperial mission, gave, this morning, into ignominious captivity, more than threescore of its biggest and best ships. The finest vessels in the German Fleet, fashioned at heavy cost in taxes and debt, to be alike the symbol and the engine of Germany's world ambitions, have surrendered themselves as hostages to the Allies.

As I write the captive ships lie but a few miles away in British waters "fast bound in misery and iron", the

fragrant semblance of a navy which lost its soul. History tells of many a good ship which struck its flag under the stress of battle. History tells of ships which faced destruction rather than surrender. Research may reveal ships which surrendered without the striking of a blow. But the annals of naval warfare hold no parallel to the event which it has been my privilege to witness today. It was the passing of a whole fleet, marking the final and ignoble abandonment of a vainglorious challenge to the naval supremacy of Britain.

Never has pageant so majestically demonstrated the might of Britain's Navy. The Dominions of Australia, Canada, South Africa, and New Zealand had their places in the spectacle. American and French warships too were there. But above all, this was the day of the British Navy, the supreme reward of unceasing vigilance and unrelenting pressure on the vitals of Germany.

● RELATIONS WITH THE GERMANS
Memorandum issued by the Commander-in-Chief, Grand Fleet.
(1) It is to be impressed on all officers and men that a state of war exists during the armistice. (2) Their relations with officers and men of the German Navy are to be of a strictly formal character. (3) In dealing with the late enemy, while courtesy is obligatory, the methods with which they have waged the war must not be forgotten. (4) All conversation is forbidden, except in regard to the immediate business to be transacted. (5) If it is necessary to provide food for German officers and men they should not be entertained, but it should be served to them in a place specially set apart. If it is necessary to accept food from the Germans a request is to be made that it is to be similarly served.

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Airman Montee Johnson salutes the USS Arizona Memorial as the Wasp-class amphibious assault ship USS Essex (LHD 2) pulls into Pearl Harbor.

Looking for a Christmas present for someone, or looking to give a few hints to people as to what you want for yourself?

“The Last Days of the High Seas Fleet; from Mutiny to Scapa Flow” by Nicholas Jellicoe, Seaforth, ISBN 978 15267 5458 5.

“Scapa 1919; The Archaeology of a Scuttled Fleet” Osprey, ISBN 978 1 4728 2890 3.

“The Ship Spotter’s Guide” Osprey contains excellent artwork from 8 artists and Angus Konstam is the compiler. ISBN 978-1-4728-069-1

“US Navy Battleships 1886-98” Osprey, ISBN 978 14728 3502 4 by Brian Lane Herder

United States Naval War College Rules 1936, now in print
<http://www.wargaming.co/recreation/details/usnwcrules1936.htm>

“The Last British Battleship – HMS VANGUARD 1945 – 1960” by Raymond Burt. Seaforth ISBN 978 1 5267 5226 0.

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NORFOLK, Va. (NNS) -- The last US Navy F/A-18C Hornet, aircraft number 300, made its official final active-duty flight at Naval Air Station Oceana, 2nd of Oct. Assigned to Strike Fighter Squadron (VFA) 106 at Cecil Field, Florida, aircraft number 300 completed its first Navy acceptance check flight Oct. 14, 1988. Lt. Andrew Jalali, who piloted the Hornet for its final active-duty flight, was also born in 1988. Both the F/A-18A and F/A-18C Hornet variants have been replaced by the updated F/A-18E/F Super Hornets.

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SEA QUIZ 88...answers from Rob Morgan.

Yes, a mixture this time. One or two questions brought a few comments on the letters page. Exeter must have been a popular ship, and so must the 'Tribals', one of the first Airfix ship kits I ever made! The Gannet, if I recall was a Frog 1/72nd kit, and far from easy to build.

1. This is Largs, a Landing Ship HQ.
2. This of course is HMS Exeter after her last refit.
3. If you didn't get this one, you've never wargamed WWII on the table top. It's the profile of a Tribal.
4. This is Jeanie Deans, and like all the a/a converted paddlers she has a beauty unlike any other converted warship.
5. The Gannet, originally for anti-submarine duties, later a maid of all work.



Game played on a gridded patio, outdoors, using Pirates of the Spanish Main ship models.

https://www.bbc.co.uk/news/uk-scotland-north-east-orkney-shetland-50033917?fbclid=IwAR0Sw8WgRMM8wkpLe6NJvG_IRvpJ-jsh9nhKnZcBAgoXxbNvte9DFMaPN7s

This link to a news story about HMS ROYAL OAK was brought to my attention by Angus Konstam.



HMS MERSEY shadows a Russian frigate in the North Sea.

Whilst following up some news items about Chinese port visits from the US Naval Institute's Weekly News Update, I came across some info on the PLAN's previous *Anshan* class destroyers:

After 1949 the PLAN negotiated with Britain through [Hong Kong](#) to buy some second-hand ships and boats but unable to do so due to the Korean War. As a result, the PLAN turned to the USSR to buy four worn-out destroyers with 17 tons of gold.

The *Anshan*-class ships the Chinese bought were ex-Soviet *Gnevny* destroyers. It set me thinking. Britain would have appreciated gold in 1949. If the deal with Britain had gone ahead, what vessels would we have been willing to sell them? Would it have been old *H*, *I* or *M* destroyers, *Hunts* or some of the *Castle* or *Loch/Bay* classes? Would it have just been destroyers? Would some submarines or even an old cruiser have been considered? Something for members to play around with, anyway. I'd be interested in anyone's thoughts.

Andy Field.

<https://leagueofaugsborg.blogspot.com/> The Battle of Foulness, 1st May 1672, Part 2 - Battle report.



Brooklyn-class Light Cruiser

Model depicted: Axis & Allies War at Sea - USS Boise

Scale: 1/1800

The Brooklyn-class cruisers were seven light cruisers of the United States Navy that served during World War II. Armed with 5 (three forward, two aft) triple turrets mounting 6-inch guns, they and their two near sisters of the St. Louis-class mounted more heavy-calibre guns than any other US cruisers. The Brooklyns were all commissioned during 1937 and 1938 in the time between the start of the war in Asia and before the outbreak of war in Europe. They served extensively in both the Pacific and Atlantic theatres during World War II. Though some were heavily damaged, all survived the war. All were decommissioned shortly after the end of the war.

Two HMS Dreadnoughts, 100 years apart.
Just for comparison.

1-3000 ships from Forged in Battle.

Picture from the "Pushing Tin"
wargame blog.



A medical field technician with the Fleet Marine Force, John Kilmer was posthumously awarded the Medal of Honor June 18, 1953. He was killed Aug. 13, 1952 as a result of enemy action while caring for the wounded during an attack. He shielded another man from enemy fire with his body and was mortally wounded.

USS John E. Kilmer will be constructed at Bath Iron Works, a division of General Dynamics in Bath, Maine. The ship will be 509 feet long, have a beam of 59 feet and be capable of operating in excess of 30 knots.

SIGNAL PAD!

https://groups.io/g/NWS?fbclid=IwAR25ho6xFSKS6uN5PieXMknzBdM_1CeBF0t0wpM4v-pN5IY7uNv3enyaG0

As you may have heard, Yahoo is effectively closing down its Groups service. The NWS Group will be migrating to io.com, and the new group has already been established by Bob Blanchett. To join the new group go to <https://groups.io/g/NWS>, create an account and join up. Simple ☺

Regards,

David Manley

The Naval Wargames Society NWS@groups.io

Group Description

To provide a forum in which members of the Naval Wargames Society can converse, discuss topics on naval warfare, rules etc. Also to allow important messages, membership news etc. to be sent out to all members who subscribe.

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, 2019

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

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

- wargamecampaign.wordpress.com

THE NAVAL WARGAMES SOCIETY <http://www.navalwargamessociety.org>
(Victorian Division "Cerberus") Email: nws.victoria.au@gmail.com Membership by e-Subscription to NWS BATTLEFLEET magazine.