

Seamaster



**The Official Journal of
the TASI's Association**

H M S VERNON
PORTSMOUTH

TASI's Association Committee

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' SEAMASTER '

HEADQUARTERS
 HMS VERNON PORTSMOUTH

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Portsmouth 22351

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Secretary/Editor

VERNON 2228

Sonar Club

Gentlemen.

In getting out another magazine so quickly after the last one brings credit to our new Editor, P.O. K Lewis.

It also gives me pleasure to see so much correspondence coming in from the T.A S.I's at sea, and the older members of the Association who have now left the Service. The magazine is something to be proud of, I therefore hope it will continue to prove so.

Off the Cuff nights are getting more popular each time. The next one is on 13th December, see you there.

We have now started the change over to the Ops. Branch. It will take a little time until its impact is felt, but I am sure, as we have made a success of the T.A.S. Branch we shall be equally successful in our new world.

I was disappointed at the turn out of members at the last General Meeting. Your committee meet every Monday to deal with most of the day to day business but there are things we cannot do, without the full backing of Members. I shall therefore be calling another General Meeting early in the New Year. This I hope will be well supported.

Lastly I would like to wish all our members wherever they may be A Merry Christmas and a Prosperous and successful New Year.

J.K. ASHTON

CHAIRMAN

Vice Chairman

Dear Members.

As the Vice Chairman of the Association I find myself putting pen to paper to bring a few of my thoughts out into the open.

I would first of all like to take this, the first opportunity I have had, to thank the members for my appointment.

Since taking an active part in the going's on in the Association I find myself becoming increasingly involved in everyday happenings. but alarmed on the other hand at the poor response shown in some quarters.

I appreciate it is sometimes difficult for members to take an active part in a lot of social events but even the mere presence of a fresh face in the club, nay, OUR CLUB, or the Association meetings would really be a welcomed sight. It doesn't stop at the club but we would like to hear comments from people regarding the branch as a whole.

However gents. lets hope things get better. I would also like to take this opportunity in wishing all our readers A Happy Christmas and Prosperous New Year.

George Camburn
Vice Chairman.

ED

After much soul searching and blank thoughts the Seamaster for the Christmas edition is here at last. Our last Editor having got himself a quiet number in H.M.S. ROOKE, sped off to do the peculiar things people do before actually going on draft.

This, as can be imagined left the chair empty and cold. However I have tried with some success to continue the Seamaster until a new Secretary could be found, and carry on in the high tradition which we have all come to know.

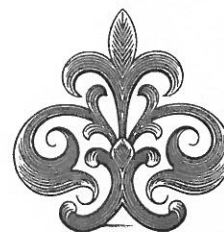
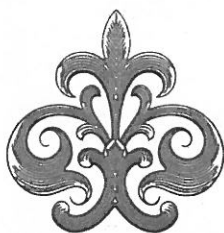
Like the previous Editor, my typing is not too good. Although I use all my fingers, they don't always go in the direction I want them to - (No comments please gentlemen).

My thanks, whole heartedly go to all members who have sent in articles to be published. Especially to our friends across the other side of the world in New Zealand and South Africa from (wait for it) VLOOTHOOFKWARTIER, SIMONSTAD. To those of you who do not understand Africaans - NAVAL HEADQUARTERS, SIMONSTOWN. We are pleased you like our Seamaster and hope it gives you continued pleasure.

I would like to take this opportunity to wish you all a Merry Christmas and a Prosperous New Year.

Our new Secretary/Editor, P.O. Anderson, will be in the chair by the time you read this, and I am sure that you all join me in wishing him every success.

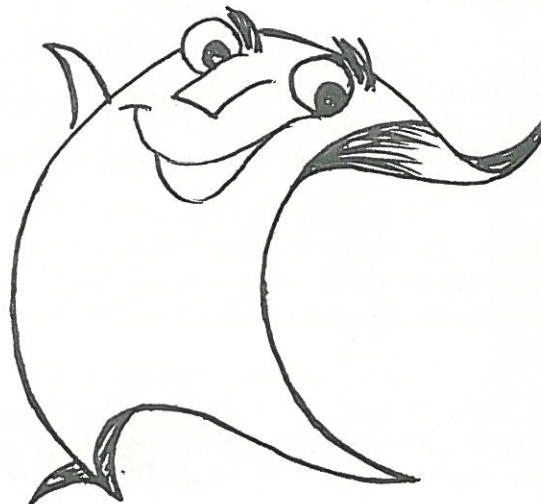
LEW.
Editor.



SOCIAL SECRETARY

Since taking the post as your Social Secretary we have had one Off the Cuff Nite, and one Wise Monkey challenge from our friends from over the hill - the P.R.I's.

Both functions obtained what they were designed for - a good few laughs and a most enjoyable evening. The only disappointment to myself on both occasions was the very noticeable lack of serving T.A.S.I's present. In fact at the Wise monkey challenge at HMS DRYAD we the T.A.S.I's Association were represented by 7 members but never fear fellow members, that "magnificent seven" wiped the floor to retain the trophy.



Gentlemen, I am very well aware of the effects of inflation etc. on the pocket but I still maintain that a few pence set aside for a T.A.S.I's function would not go amiss.

Please help me to help you. Come to the next "Off the Cuff"

13th DECEMBER 74

SONAR CLUB

Customers required.

NO

previous experience

necessary

Padre's Page

CHRISTMAS

What does the word "Christmas" mean? It means "Christ's Mass" or the celebration of the Holy Communion to commemorate Christ's birthday.

Probably all of us are sick to death of the increasing commercialisation of Christmas. Some shops started in October this year! At least the Christian Church, apart from a few Carol Services keeps the jollities back until late on Christmas Eve.

A common saying about Christmas is that it is O.K. for the kids. In other words Christmas has lost its "magic" for them. Of course kids help make a good Christmas but if you really want to appreciate it, may I make a few suggestions?

First of all let us never forget whose birthday it is we are celebrating. It is Jesus' birthday, the Light and Hope of mankind. We give presents to others because in doing so we are giving them to him, especially when we give to those in need.

Try to make others happy - then you will be.

Celebrate the Festival; it IS a great occasion but don't overdo it!

There is a carol which ends: "Oh that we were there!" (i.e. in Bethlehem). We CAN be there, especially when Christ comes to meet us on our altars in bread and wine at the "Christ Mass"

John Betjeman, the Poet Laureate, wrote:

And is it true? And is it true,
This most tremendous tale of all,
Seen in a stained-glass window's hue,
A Baby in an ox's stall?
The Maker of the stars and sea
Become a Child on earth for me?

And is it true? For if it is,
No loving fingers tying strings
Around those tissued fripperies,
The sweet and silly Christmas things
Bath salts and inexpensive scent
And hideous tie so kindly meant.

No love that in a family dwells,
No carolling in frosty air,
Nor all those steeple-shaking bells
Can with this single Truth compare-
That God was Man in Palestine
And lives to-day in Bread and Wine.

Finally, as my time in the Andrew draws to a close may I say thank you for your friendship: I only wish I had time to get to know you better - and a Happy Christmas to you all and your families.

Padre

T.A.S.I's Sunday next term March 2nd

THE USER MAINTAINER

With the introduction of the Operations Branch and the consequent phasing out of the U.W. Rate manning of the Mortar Mk 10 will increasingly be by members of the ordnance electrical branch.

So far we in the Section have run two courses one of 3 weeks the other of 2, purely for ratings from OEM 1 up to OE MECH level who are either on or shortly due to go to ships as Mortars crew.

The first was a complete crew of 6 from H.M S. GALATEA under the watchful if not apprehensive eye of C.P.O. TASI Pat CHOWLER. They completed a 3 weeks Mortar and ALUW's course, with yours truly as the Instructor at the end of last term. At the beginning of this term P.O. TASI Ken LEWIS took the first of many 2 week P.J.W's from C.N.D. These by the way are programmed to commence one every 3 weeks till Christmas 1975. So for those who might think otherwise the T.A.S.I. element in the section will remain fully entrenched for some time to come.

Obviously we cannot make a full appraisal of how successful our successors will be at this stage but some very interesting points have come out of these two classes.

Firstly the keenness shown was very refreshing for the instructor, these people were being asked to perform something new and they really responded well.

The intelligence level has been high and this is making our task somewhat easier as well. The standard we have been aiming at was, broadly speaking, around the U.W. 2 level so you can well imagine the ground that has to be covered in two weeks.

Of course I am not suggesting that we can, in two weeks or so train a man to as high a standard as could be achieved by a U.W.2 qualifying (this man probably had a few years experience on his side) but I do feel we can lay a good foundation of knowledge for you to build on at sea.

Whichever way we look at it the high standards achieved by our weapons rates are not going to pass overnight to our friendly maintainers. However with your help and guidance I am sure they will show as much skill with this weapon as we would want from a good crew.

PO TASI D.S. ANDERSON

Postbag
=====

C.M.C. Sergeants Mess,
R.A.F. Henlow,
Bedford.

Hitchin 812211/263

29th October, 1974.

TASI's Association,
H.M.S. VERNON
Portsmouth.

Dear Norrie,

I thought I would put a few lines in with the photographs, I am sorry for the delay in writing to you but owing to the fact that I have been on a two weeks course followed by five days leave I could not write sooner.

The whole object of the exercise was to present the two plaques on the social evening, somehow the presentation was overlooked, still better late than never at all. We were pleased you all enjoyed your visit and arrived back safely.

On behalf of the Mess Members here at Henlow, may I send our Good Wishes hoping at the same time that the plaques and the photographs will remind you of your visit to our mess.

Yours sincerely

GT Pawson
Warrant Officer

Note from the Editor.

The plaques sent by R.A.F. Henlow to the Association are hung in the Sonar Club.

Some copies of the photographs are still in the Secretary's Office for those who went, if they would like them.

Amongst items left at Henlow where the following:-

- 1 Raincoat
- 1 Pair of trousers
- 1 shirt
- 1 tie
- 2 sets of darts.

I hope they did not all belong to the same person

ED.



Scottish Television Limited, The Gateway, Edinburgh.

Dear John,

Many thanks for the magazine received today - it makes excellent reading to me - and to recall several names such as yours (long time no see).

Things here are much the same, we have just had several visits to the studio from the lads onboard H.M.S. EASTBOURNE, who were on Maintenance at Rosyth recently. Unfortunately they carry no T.A.S.I. so I had to settle for a chat on general Naval matters. By the way should any T.A.S.I. be visiting Rosyth at anytime and would like a visit to a Television Studio, give me a ring and I will get them a first class tour by our own Technical Supervisor.

Going back to the magazine, the "Wheres Me Oppo" content makes very interesting reading. Now I know that F.C.P.O. CASTLE and C.P.O. MILLWARD are at LOCHINVAR, so I can now contact them and maybe make arrangements to meet them.

All the best,

Yours Aye,

Nick Carter (Ex T.A.S.I.)

HOOF VAN DIE VLOOT
VLOOTHOOFKWARTIER
SIMONSTAD.

15th October, 1974

Dear Editor

No doubt you will be very surprised to receive a letter from an unknown person, and to crown it all, from the other end of the world.

I had intended writing to you for quite some time, but as I am a lazy person at heart, kept on putting it off. One of our chaps has just arrived back in South Africa after completing a U.C.1's Course, and he brought with him two of your new look Seamasters. We are circulating them around to all the T.A.S.I's and as far as I am concerned, I am very impressed.

I do notice that you people are about to have a branch change. We here in South Africa have changed in as much that we do not have UC's and UW's anymore, but a combined man called a Sonar Torpedoman. This change-about was brought on by the lack of manpower, and we found that there were never enough of either UC's or UW's when drafting took place. Now we can man all we have to without first trying to train a man in the shortest time possible.

It is also nice to know where some of my old Classmates are, and to know that they are still in the land of the living. I was in the same class as CPO M.E. Akehurst and CPO.I.K. Latus. If you should see any of them, give them regards from WOII Drescher and myself.

We are again in the process of trying to form a SAN TASI Association: the last time it was tried it fell flat; also, if it does happen, we would, of course, like to affiliate with your new look Association. No doubt you remember Dougie (Jacko) Jackson - he is at present the TASI on board one of our Type 12's SAS PRESIDENT STEYN. His holiday is drawing to an end, and he will have to come back to school to do a day's work.

Well, Ed, that is all for now, and we hope that we will be able to be in the mailing list of your Seamasters. Regards from all R.N. Qualified TASI's.

Yours faithfully

V JACKA
WOII TASI.

CPO R.A. GREANEY
 C.U.W.A./ C.A.S.4
 Room 133
 A.U.W.E. (North)
 PORTLAND NAVAL BASE

Ext 3226/7

Dear Mr. Chairman,

Having received my latest Seamaster (very good value) I immediately noticed the new look committee. As a suggestion for an article for the magazine, especially for those outlying T.A.S.I's whether at sea or various shore billets around the country/world, would it not be possible to insert a precis of the minutes of various TASI's Association Meetings. These I feel would ensure a continualled interest on the affairs of our Association.

I would also like to bring to the attention of all fellow TASI's, that I am a point of contact within the A.U.W.E. organisation at Portland. Remember it not only developes new equipment but also has a post design section which looks after in-service equipment. This covers all A.S.W. equipment including MCM.

If anyone has a query I will gladly attend to it. I might not know the answer but I can certainly find the person who can.

Onelittle drip, would you correct the place I work, in "Where's Me Oppo", its A.U.W.E. PORTLAND (the present one shown was its past name).

I look forward to the next Annual General Meeting with interest and to learn from others the extent of the change that the Operations Branch brings.

My regards to all, hope to be able to drop into Vernon in the near future and see all the new faces.

All the best.

Dick Greaney.

The problem with regarding publishing the minutes is that a Committee Meeting is held each Monday and would require far too much paper. But, I certainly agree something could be done, and to this end I will publish the General Meetings which take place about every three months.

Address changed forthwith - should any of our members find their address is not up to date please drop me a line.

ED.

P.O. TASI F. Gleave
H.M.S. AMAZON,
B.F.P.O. Ships.

Dear Ken.

After such a hectic time over the last couple of weeks, what with an unexpected trip to Bremen and then a "goodwill" visit to Amsterdam, I've ~~Agst~~ last a little time to get a few lines to you.

Thanks for the last Seamaster which I received last week, it was the article "All for a Shilling a Day" which has prompted this letter, as onboard here I believe I'm in a unique position in the fact that I do not have a part of ship, but guess who does?

Here on the Amazon we've two G.I.'s
One who reads and one who writes.
One with the Quarterdeck under his wing,
While the Chief G.I. does his own thing.

The No 3 TASI now astute,
Sits in an office in a blue suit.
I'd better not forget the PRI,
You know the sort, they're hard done by.

Although there are no bruises as of yet the above mentioned have seen the ditty.

All the best to you as Editor of our magazine.

I'd like to wish a Merry Christmas to you all.

Fred.

H.M.S. ANTELOPE,
at Vosper Thornycroft Ltd.
Woolston
Southampton

Dear Ed.

I am forwarding a couple of sheets of paper of information about Type 21 Frigates and HMS ANTELOPE to give you more material for the "Seamaster".

As a matter of interest, the TASI (or P.O. (S)) nominated for HMS ANTELOPE is Petty Officer G.R. ROBINSON, who is presently serving at HMS RALEIGH. He is due to join the ship a few months after Christmas.

I feel that it is about time the TASI's were indoctrinated on the new ships entering service now that we have entered the "Jet Age". As sail gave way to steam, so steam is giving way to jets, - unless the fuel crisis hits us so hard that we have to turn full circle and revert back to sail!

As well as entering the "Jet Age", we are also entering the computer age, and TASI's employed as ASWD's will have to become fully familiar with "button pushing". For those people who moan about the computers being useless, my message to them is that computers are not designed to give the ultimate, all singing, all dancing answer, but they are there to assist the human operator by making the simple routine, time consuming jobs automatic, leaving the human operator more time to produce the correct answer to a given situation. In other words the computer only assists you in doing your job, it doesn't do it for you! The "Startreck" age is not with us yet.

Yours Aye,

D.Dick

From:- Lieutenant D.J. Dick. RN

THE JET AGE - THE AMAZON CLASS (TYPE 21) FRIGATE

By 1967 the MOD (N) were giving urgent consideration to a fresh frigate design. At that time the "Leander" design was ten years old, as was that of the "Tribal" Class. The requirement was for a replacement "Leander", but as this would take many years to prepare the MOD (N) invited private builders to prepare a patrol frigate design for the Royal Navy. A joint tender submitted by Vosper Thornycroft and Yarrow was accepted on 23rd February 1968. Although this class of ship, the "AMAZON" Class (Type 21), is regarded as an interim design prior to the "Leander" replacement, there has been no reduction in standards, and the stringent requirements of the Royal Navy have been met.

The Type 21 design has introduced two principles not found in other Royal Naval designs:

- i. the compliment has been reduced to a level which means that a substantial part of the maintenance load is now undertaken by shore based personnel;
and
- ii aluminium has been used for the superstructure which results in a saving of 60 tons topweight and improved stability.

The Hull

The hull is flush-decked with a soft-nosed and raked stem, transom stern, and a marked sheer forward. The full form has undergone extensive hydrodynamic development to provide the best combination of speed and sea keeping ability. The results of computer analysis have indicated some improvement, especially in higher sea states, over the sea keeping qualities of older ships. To ensure that the hull is a stable platform in all weathers, Denny-Brown non-retractable stabilisers are fitted in the forward engine room.

Armament

- i A Westland Lynx helicopter for long range S/M detection and attack, and long range defence against attack by Fast Missile Armed Boats. (A Wasp helicopter will be carried initially to give the ships a MATCH and STRIKE capability until the Lynx programme is completed).
- ii A Vicker's 4.5" Mark 8 dual-purpose Abbot gun to engage surface and air targets at medium range (and it has a range advantage on a "Leander")
- iii A Short and Harland quadruple Seacat launcher for close range air defence.

iv.....

- iv Two 8 barrelled Corvus rocket launchers for dispensing chaff (radar reflective and flare decoys).
- v Two hand operated Oerlikon 20 mm guns for general purposes.
- vi Two 2" rocket flare projectors for target illumination.
- vii Two triple banks of tubes for firing A/S torpedoes, (not yet fitted.)

Weapon Control Systems.

All sensors - radar, sonar, optical, data links, etc., feed information to the Operations Room. From the wealth of data presented, targets are identified, their threat assessed, and the appropriate countermeasure initiated for both offensive and defensive responses.

To cope with current air and missile attacks the weapon system must respond rapidly, and to do so effectively it is absolutely dependant on the Command having a clear and up to date picture of the tactical situation. The air, surface and sub-surface environments have to be continuously swept: the overall situation displayed; and the capability provided for engaging, or countering, targets in all three mediums simultaneously. The flow of information from electronic sensors is prodigious, and if added to this is the flood of additional information received via data links from other aircraft and ships, then, unless an automated means of data handling were provided, the Ops Room staff would rapidly become outdated because it could not be handled in time.

To handle the mass of data, Ferranti designed and installed the Computer Assisted Action Information System (CAAIS) in Type 21's. This is a high speed, micro-miniature digital computer with the ability to accept, memorize, co-relate, filter and present to the Command large quantities of continuously changing data.

The Shipborne Torpedo Weapons System Mark 1 (STWS 1) has been designed to produce a fire control system for firing the A/S torpedoes from the triple banks of torpedo tubes. This system has its own fire control computer and will accept information from either the medium range sonar or the CAAIS computer to produce a fire control solution.

Weapon System Automation Mark 4 (WSA 4) is employed for the control of the gun and missile armament. This is a two channel system which incorporates tracking radars and another Ferranti digital computer, enabling two targets to be engaged simultaneously. The Guided Weapon System Mark 24 (GWS 24) enables targets to be acquired and tracked visually, by radar, or by CCTV automatically, prior to being engaged by Seacat.

NBCD.....

NBCD.

The Plessey Mark 22 Ship Installed Radiac System (SIRS) is fitted to provide full appreciation of the radiobiological hazard following a nuclear explosion. The SIRS measures the atmospheric gamma radiation dosage and the radio-activity of the sea. Alarm signals give warning when levels become unacceptably high, and the information is presented at stations within the ship.

There are two gas tight citadels; a pre-wetting system is installed; and the usual facilities are provided for leaving and re-entering the citadel. The gun and missile armament (and the torpedo tubes when fitted) can be fought in the closed down condition for a limited period without breaching the gas tight citadel

Navigation

A full standard range of modern navigational aids are provided including gyro compasses and repeaters, a magnetic compass, an electromagnetic log, a Kelvin Hughes echo sounder, Decca, Loran and an automatic D/F. The bridge is equipped as the main conning position with a secondary position in the Ship Control Centre, and both manual and automatic electric steering controls are provided. The auto-pilot can maintain course to within + or- $\frac{1}{2}$ degree in sea state 5, and both yaw and weather helm can be automatically applied as necessary to meet prevailing weather conditions.

Communications.

Modern naval communications require a system that can effectively deal with the large volume of strategic and tactical messages to and from the ship on all operating frequency bands, including satellite communications, and distribute them rapidly and efficiently within the ship. To meet this requirement the Integrated Communications System Mark 2 (ICS2) has been fitted to cover all types of ship/ship, ship/air and ship/shore communications in the LF, MF and HF bands, as well as equipment and systems interface for communications in the VHF and UHF bands, and via satellites.

Main Machinery

The main machinery consists of a package of Tyne gas turbines for cruising, and Olympus gas turbines for high speed. It is interesting to note that the first steam ships in the Royal Navy, the "Iron Paddle Steam Sloops of War" for the 1850's could only produce 260 IHP, whereas the Olympus turbine can produce just over 2,000 times that power, being rated at 54,500 BHP; Special clutches are used to give an instantaneous and automatic changeover from cruise to high speed turbines (and vice-versa) without stopping the ship. As the gas turbines are uni-directional, astern power is achieved by the use of controllable variable pitch propellers. The Olympus can take the ship from stopped to full power in approximately one minute. Very handy when one has to RHOC!

Auxiliary.. ..

Auxiliary Machinery

Electrical power at 450V 60Hz is provided by diesel alternators, and steam is supplied by Stone Vapor boilers, principally for heating. The ships are fully air conditioned.

Fire Protection.

Two types of "Minerva" fire protection systems are fitted: an automatic early warning fire detection and alarm system, and a manually operated Carbon Dioxide fire extinguishing system. Detectors are installed in deckhead mountings, and are grouped in zones which are monitored in the Ship Control Centre. The nozzles of the CO2 extinguishing system are located on the deckheads of protected compartments to provide a blanket cover for the gas, which is used in lieu of steam drenching, because of the lack of steam available. Once an alarm has been initiated by the detecting system, manual operation of the extinguishing system enables personnel to leave the affected area before the CO2 gas is released. Both systems are provided in the machinery spaces, but in other areas only the detection system is fitted, backed up by manually operated water sprinklers.

The Ship Control Centre.

The Ship Control Centre combines the functions of the machinery control room, DC HQ, and secondary steering position. From here all the main and auxiliary machinery can be controlled and monitored. In addition, consoles are provided for electrical power distribution, damage control, and steering. The instrumentation for the SIRS and "Minerva" is incorporated in the damage control console.

Accommodation

Although accommodation is provided for a total complement of 192, normal manning will only be 170, which leaves a small margin for training and other purposes. The Commanding Officer is housed in his own suite, and the Officers in the Wardroom and in ten single and two double cabins. The Senior Rates have 3 or 4 berth cabins, as well as separate messes for ECPO/CPO's and P.O's. The Junior Rates have curtained off cubicles outboard of one of the three main messdecks. Dining halls for Senior and Junior Rates are located aft, and adjoin the victualling complex, which comprises canteen, galley, scullery, refrigerated chambers, and store rooms.

The ship is designed to carry victualling stores for 60 days, and spares for equipment, machinery and weapons for about four months. The usual provision is made for RAS of fuel, water, ammunition and dry stores. All magazines and store rooms are directly served by hatches vertically trunked from the upper deck, which enables stores taken onboard by RAS to be struck down while still maintaining a high degree of watertight integrity.

H.M.S. ANTELOPE

There have been quite a few "ANTELOPE's" over the years, the first recorded one appearing in 1546. She was named "ANTHELOPE" the mis-spelling probably occurring because the Oxford English Dictionary had not been written!

The records of this first ship are a little hazy, and there may have been two ships named "ANTHELOPE" around this period. However many there were, one of them saw action against the Spanish Armada in 1588, was carried off by the Prince of Wales in 1648, but was captured and burnt by the Parliamentarians in 1649.

As already mentioned, the records from that period were sparse, but there was a brief mention of another ship which also took part in the Armada action which was also named "ANTHELOPE". Can you imagine the confusion that could reign with three ships all of the same name? - "c/s ANTHELOPE, c/s ANTHELOPE, c/s ANTHELOPE, are to detach as a SAU, c/s ANTHELOPE SAU Commander.".....The mind boggles!

The next ship of the name was launched at Woolwich Dockyard in 1651. She failed to lead a very distinguished career. She was wrecked off Jutland in the following year, on 30th September, 1652.

The following four ships led a variety of careers, the first two gaining quite a few battle honours, the third one lost in a hurricane off Jamaica on 30th July 1784, and the fourth one gained a further battle honour, was employed as a Troopship in 1818 and as a convict ship between 1827 and 1833, at Bermuda.

His Britannic Majesty's Packet "ANTELOPE" appeared in service in 1791, and in 1808 an ex-Spanish prize named "FIREFLY" was purchased and pressed into service as an "ANTELOPE". Both of these ships appear to have been members of the true "Silent Service" in that very few records were written about them.

Sail started to give way to steam for the "ANTELOPES" on 25th July 1846 when Mare of Blackwater built a 3rd rate, "Iron Paddle Steam Sloop of War". She was sold at Malta on 20th September, 1883.

The first TAS orientated ship appeared on 12th July 1893 when a twin screw, steel Torpedo Gunboat was launched at Devonport Dockyard. She sported 2 x 4.7" guns, 4 x 3 pdr guns, and 5 torpedo tubes. Although she lasted throughout the First World War, she saw no action, and was sold in 1919.

A few of you.....

A few of you on seventh, or eighth "fives" may remember the next "ANTELOPE"! She was a Destroyer launched in 1929 and was one of eight "ACASTA" or "A" Class. (Sister ships - ACASTA, ACHATES, ACHERON, ACTIVE, ANTHONY, ARDENT and ARROW). Her original armament consisted of 4 x 4.7" guns and 8 torpedo tubes. She saw quite a bit of action during the Second World War in the Atlantic, against "BISMARCK", in Malta Convoys and off North Africa, collecting yet more battle honours. She was converted to an Anti-Submarine Escort in 1944, a gun being removed for the stowage of extra Depth Charges and one set of tubes being removed for Depth Charge Throwers. The ship unfortunately stripped a turbine later in 1944 and went to join the other Antelopes in that great hunting ground in the sky. She was broken up in 1946.

Battle Honours

HMS ANTELOPE has been credited with the following battle honours:

ARMADA	1588
LOWESTOFT	1665
FOUR DAYS BATTLE	1666
ORFORDNESS	1666
SOLEBAY	1672
BANTRY BAY	1680
GUADELOUPE	1690
MARBELLA	1705
AQUILON	1757
OSTEND	1804
ATLANTIC	1939 - 1944
BISMARCK ACTION	1941
MALTA CONVOYS	1942
NORTH AFRICA	1942 - 1943

The Present HMS ANTELOPE

The present HMS ANTELOPE was ordered on 11th May 1970, was laid down on 23rd March 1971, and was launched on 16th March 1972. At the moment she is still building at Vosper Thornycroft, Woolston, but is due to commence Contractors Sea Trials in January 1975. She should be commissioned mid '75 and thence to that battle worn island of Portlandia. After acceptance her base port will be Devonport and her movements from then on are not known, except that when she moves she will move faster than older ships at present in service.

VERNONS WRENS

One of the biggest excitements in Vernon's history was the advent of WRENS in 1939. Some 50 girls under the watchful eye of an Officer, (Mrs BROOKING). They were mostly local girls and were employed in the Wardroom and Pay Offices.

By the end of 1941 there were about 120 WRENS in the Establishment.

One of the many functions carried out by them during the wartime was the driving of Canteen lorries and moving bomb damaged possessions from the blitzed areas.

The war naturally increased the work of Vernon Instructional Staff. A scheme was introduced to train 16 WRENS each week at the Government Training centre at Hounslow. The course, lasting a month was on elementary electrics and fittings. Successful WRENS on this course then joined Vernon for a Seaman Torpedomen (women) course of 6 weeks. The first five completed course on 10th September, 1942, and by the end of the following September, 684 WRENS had taken the course with only 9 failures.

In 1941 there were about 100 WRENS in Vernon, but by 1945 there were 600. (They breed fast!)

Early in 1943 Torpedomen began to come back to Vernon and the WRENS formed a new organisation in the Mine Design machine shop, No. 38 Building. Apart from the various activities mentioned above they carried out very many varied duties in Vernon, not least successful among those being those who made up the Boats Crews and operated in the harbour during raids.

Today there are 61 WRENS in HMS VERNON working mainly in the Wardroom and the Tactical Section. Several departments are fortunate enough to have a Wren Writer (G) to assist with the paper work; Sonar, Portsmouth Craft Group, training support, Diving section, Training methods, Manpower control, S.C. Office and Sick Bay are some of the lucky ones. The Pay office is mainly run by the Wren Writers (Pay) and the Dental department has a PO Wren Hygienist as well as a Leading Wren and Wren DSA. The Stores are also well supported by Wrens Stores Assistants who now do exactly the same training as their male counterparts. Several Wrens are the only ones of their particular specialisation in Vernon, namely M/T Driver, Education assistant, Radio operator, Cinema operator and last but not least the RPO Wren. Four WRNS Officers are attached to Vernon. A Second Officer WRNS who is the Officer in Charge and the Public relations Officer for VERNON, and three Third Officers who act as, PA to the Captain, Training Commanders assistant, and oceanographic training officer

What would we do without them?....

Christmas Draw



10_p a ticket

**SPIRITS
WINES**

**TURKEYS
CHICKENS**

**CIGARS
CIGARETTES**

contact

**PO. K. Lewis.
PO. D. Anderson.**

Draw

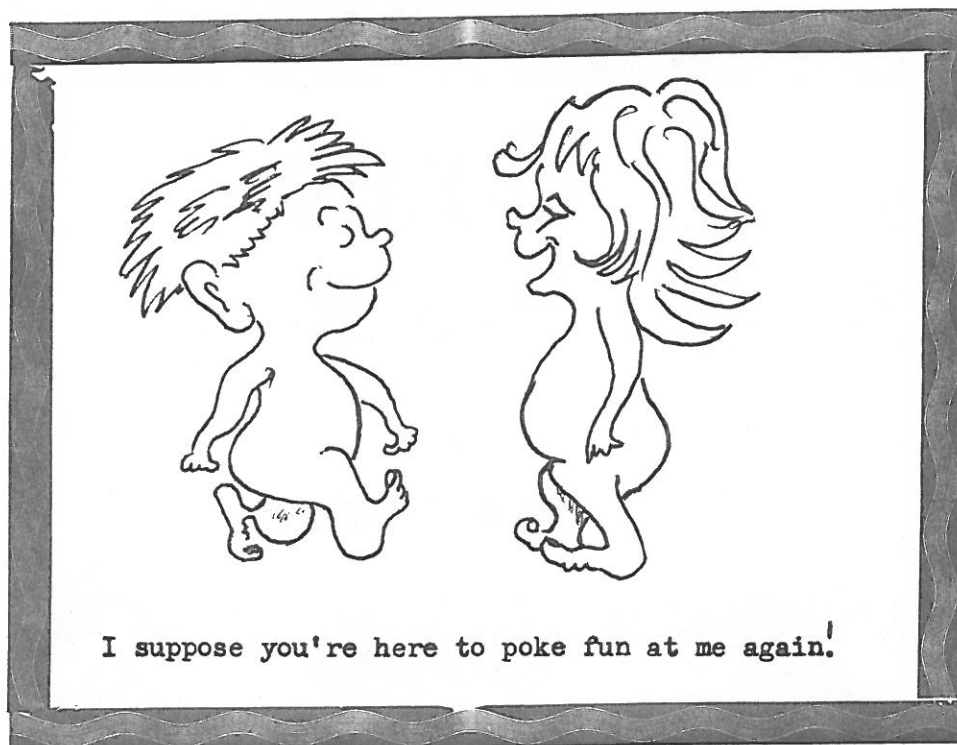
19 DEC 74

SONAR CLUB

1230

QUOTE FROM THE NATIONAL PRESS.

"There was a large crowd at the wedding, but only intimate friends took part in the conception....."

TIFFY'S LOGIC.

At the bottom of my garden I have some chickens,

I also have some tomatoes.

The other day a fox ate my chickens,

The tomatoes are still there.

Which only goes to prove tomatoes run faster than chickens.

WANTED
All old newspaper

drop them into the
Office when passing

TASI's Annual Dinner & Dance

I thought it might be a good idea to write a few lines on the progress made for our Dinner and Dance for next year. At least you will be in the picture a little more on what is going on.

Firstly let me say - as no doubt you can all imagine - the cost has increased considerably since last year. To try to off-set some of this cost we will be holding various schemes to raise money.

A Save the Dance Fund if you like.

One already underway is the collection of your old Newspapers. As you have no doubt already noticed the Advert for these is in the Magazine.

However, after writing to 6 different venues, all in the main Portsmouth area it appears that the best value for money without a doubt, is :

"KIMBELLS"

Therefore your committee has decided that the Dinner and Dance will be held there. The date as some already know is the 6th June, 1975 (D.DAY)

The cost has not yet been worked out. This will be done in the New Year and I will let you know as soon as possible.

The Social Secretary is at this moment in time collating band prices. The decision on the band will be taken by the Dance Committee in the near future.

If there is a member of the Association who would particularly like to help in the arrangements, he would be most welcome.

As information on the Dinner and Dance becomes available I will let you have it as soon as possible.

K.LEWIS
ED.

THE TASI

A TASI stood at the Golden Gates
His head was bent and low,
He quietly asked the Man of Fate
Which way he had to go.

St. Peter said, what have you done,
To gain admission here?
I was a TASI on earth he said,
For many a year.

St. Peter opened wide the Gates,
And gently pushed a bell.
Come inside and choose a berth,
You've had your share of Hell.

MONKEY BUSINESS

There is a rope hanging over a pulley with a weight at one end and a monkey of the same weight as the weight at the other end. The rope weighs 4 ozs. per foot. The weight of the monkey is as many pounds as the monkey's mother is years old. The monkey's mother is twice as old as the monkey was when the monkey's mother was half as old as the monkey will be when the monkey is three times as old as the monkey's mother was when she was three times as old as the monkey was.

The weight of the weight plus the weight of the rope is half as much again as the difference between the weight of the weight and the weight of the weight plus the weight of the monkey.

Question:- How long is the rope?

A CHANCE REMARK - ANYTHING A MAN MANAGES TO SAY WHEN TWO WOMEN ARE TALKING.

WHERE'S ME OPPO TOO?

ADAMS	JE	F.C.P.O.	FOST	
ASHTON	KH	F.C.P.O.	F.T.O.(VERNON)	Treasury 100
AKEHURST	ME	C.P.O.	DAEDALUS	F.A.A.
ANNING	N	C.P.O.	SEAHAWK	F.A.A.
APPS	CE	P.O.	VERNON	
ABEL	A	C.P.O.	CHURCHILL	S/M.
ANDERSON	D	P.O.	VERNON	WEAPONS SECTION
BURR	P	P.O.	DRAKE	
BATE	S	P.O.	TAMAR	
BARROW	RH	P.O.	ASHANTI	
BATEMAN	P.	P.O.	NELSON	
BACHE	G.	C.P.O.	DOLPHIN	
BASS	A	P.O.	VERNON	SONAR SECTION
BARLETT		F.C.P.O.	JACC	TEDDINGTON S/M
BAREFORD	D	P.O.	VERNON	SONAR SECTION.
BARRETT	AR	P.O.	BRISTOL	
BULL	BA	C.P.O.	GANGES	
BEKKER	D.	C.P.O.	VERNON	CPO's MESS.
BROWN	G.	C.P.O.	ARIADNE	VERNON 11/12
BROMFIELD	FS	P.O.	VERNON	NMUU
BROWN	AF	P.O.	PEMBROKE	
BUSH	MW	C.P.O.		F.A.A.
BEAN	D	C.P.O.	SIRIUS	
BOWERS	E	C.P.O.	VERNON	ASUAL 5
BRADBERRY	G	P.O.	ANDROMEDA	12/74
BUTTERWORTH	V	P.O.	BERWICK	
BROWN	SW	P.O.	CENTURION	
BROCKMAN	J.	C.P.O.	FOCAS	F.A.A.
BETTS	MAJ	P.O.	VERNON 6.1.75	NAIAD 3.3.75
BYRNE	PB	P.O.	VERNON	AMBUSCADE 8.3.75
BENNETT	JM	P.O.	LEOPARD	
BRIGHT	PTG	C.P.O.	DOLPHIN	S/M
BURNS	JJ	P.O.	DRAKE	S/M2
BLACKMORE	DL	C.P.O.	NEPTUNE SOTT.	S/M
BREAKSPEAR		P.O.	DOLPHIN	S/M
CATHERALL	JC	C.P.O.	NEPTUNE SAAU	S/M
CHADBAND	TEA	F.C.P.O.	LEANDER	
COOMBES	AA	C.P.O.	DOLPHIN	S/M
CAMBURN	IR	C.P.O.	VERNON	?
CASTLE	BE	F.B.P.O.	LOCHINVAR	
CASS	P	P.O.	ESKIMO	
CHAPMAN	F.	C.P.O.	VERNON	MINESWARFARE.
CHRISTON	L	C.P.O.	DRAKE	TAS SCHOOL.
COLCLOUGH	K	C.P.O.	FOST	
CONROY	RE	P.O.	YARMOUTH	
COUNSELL	RS	F.C.P.O.	VERNON	SONAR SECTION
CRAIG	T	P.O.	VERNON	TMD
CLAKE	A.	P.O.	HERMES	
CROUCHER	RK	P.O.	RNZN	
CONNELL	JE	P.O.	RNZN	
COLE	CM	P.O.	VERNON	
COOKS	P	P.O.	SALISBURY	
CONDLE	R	P.O.	SAN	
CHETWOOD	J	P.O.	VERNON	OCEANOGRAPH
CLIFFORD	A	P.O.	VERNON	LONDON 17.12.74
CULLEY	B	P.O.	DRYAD	
CRABBE		P.O.	VERNON	GLAMORGAN 16.12.74
CHOMLER	P	C.P.O.	GALATEA	
CLEARY	J	C.P.O.	ANDROMEDA	

COSTELLO	L	P.O.	VERNON	SONAR SECTION
DUNCAN	JAD	F.C.P.O.	NELSON	
DAVIDSON	M	P.O.	VERNON 6.1.75	ARIADNE 5.3.75
DYSART	J.	P.O.	VERNON	O.C.S.
DACOMBE	L	P.O.	VERNON	CCTV.
DAVISON	J	P.O.	LOWESTOFT	
DAVIS		C.P.O.	737 PORTLAND	F.A.A.
DYMOTT	D.	C.P.O.	RESOLUTION	S/M.
EVANS	RA	C.P.O.	VERNON	SEAMANSHIP SCHOOL
ENNIS	J	C.P.O.	VERNON	F.T.O.
EDGE	P.	P.O.	VERNON	NORFOLK 6.1.75
ERLANIZ		P.O.	SAN	
FRAMPTON	P.	P.O.	VERNON	OSPREY 6.1.75
FIELDHOUSE	L	P.O.	RALEIGH	
FORREST	MI	C.P.O.	DANAE	
FOWLER	JA	C.P.O.	ARGONAUT 2.12.74	
FRANCIS	D.	P.O.	VERNON	ASUATS.
GIBSON	WH	C.P.O.	OSPREY	
GODFREY	PJ	C.P.O.	VERNON	TSO.
GREANEY	R.	C.P.O.	A. U.W.E. PORTLAND	
GRIFFITHS	MG	C.P.O.	Discharged Pension 26.10.74	
GARDENER	ID	P.O.	VERNON	ASUATS
GORDON	P.	P.O.	VERNON	ANTRIM 7.1.75
GILMORE	B	P.O.	RNZN	
GOODMAN	RS	C.P.O.	SEAHAWK	
GIBBS	GR	C.P.O.	DOLPHIN	
GUYLER	DM	P.O.	NEPTUNE	S/M
GRIEF	C	P.O.	DOLPHIN	S/M
GIBSON		F.C.P.O.	DOLPHIN	S/M
GREEN	L	C.P.O.	RAF HENLOW ?	
GLEAVE	F.	P.O.	AMAZON	
GARVE	SW	P.O.	GANGES	
HANNERMAN	WT	F.C.P.O.	F2	
HERBERT	PF	C.P.O.	VERNON	MACCO
HOLLINGS	PF	C.P.O.	BACCANTI	
HUGHES	A	C.P.O.	RALEIGH	
HYLAND	H.	C.P.O.	DOLPHIN	
HARTLEY	CD	C.P.O.	VERNON	IKARA
HAYDON	C	P.O.	DARTMOUGH	
HILL	W	C.P.O.	FOST	
HUNT	AC	C.P.O.	ACHILLES	
HODSON	R	P.O.	COCHRANE	FOR N.I.
HITCHCOCK	PAUL	P.O.	VERNON	
HILEY	D.	C.P.O.	DIDO	
HODGINS	M	P.O.	VERNON	P.O's MESS
HARPER		P.O.	RNZN	
HOFFMAN		P.O.	RNZN	
HOLLOWAY		P.O.	RNZN	
HUNT	AR	F.C.P.O.	JACC TEDDINGTON	S/M
HEAD	B.	C.P.O.	CONQUEROR	S/M
HOWARD	JT	P.O.	SWIFTSURE	S/M

HORDEN	C.F.	PO	YARMOUTH	
HOMMACOTT	K.G.	PO		S/M
HEYDON	T.P.	CPO	JACC TEDDINGTON	S/M
HOCKENHALL	F.J.	CPO	DOLPHIN	S/M
HOLMES	D.G.	CPO	DOLPHIN	S/M
HARRISON	P.	PO	VERNON	OCS
HEAP	D.J.	PO	REVENGE(P)	S/M
HEDGE-HOLMES		PO	VERNON	SONAR

ESKIMO 31.3.75

INGRAM	B.M.	CPO	FOST
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JACKSON	D.M.	CPO	OSPREY	
JACKSON	J.W.	PO	VERNON	ASUAT 5
JERRERD	D.M.	PO	VERNON	ASUAT 5
JOINER	P.W.	PO	PLYMOUTH	
JOHNSTON	F.	CPO	819 GANNET	FAA
JONES	J.W.	PO	NEPTUNE S/M10	S/M
JAMES	T.	PO	NEPTUNE STWG	S/M
JONES	J.H.	PO	DOLPHIN	S/M

KINGSFORD	K.	CPO	APPOLLO	
KINNARD	G.W.	CPO	VERNON	TMD
KELCH	R.W.	PO	FIFE	
KING	J.	PO	ROYAL ARTHUR	
KELSELL	B.G.	CPO	WORK STUDY	
KING	D.E.J.	CPO	VALIANT	S/M
KELLYON	R.I.	PO	COURAGEOUS	S/M
KEFTON	R.W.	PO	SOVEREIGN	S/M

LEAR	G.E.	CPO	DRAKE(NCS)	
LARCOMBE	C.	PO	DAUDEAUS	FAA
LOMAS	A.D.	FCPO	VERNON	TAO
LATUS	A.E.K.	CPO	VERNON	
LAWRENCE	B.E.	CPO	NELSON	
LEIPER	F.J.	CPO	CHICHESTER	
LAWSON	P.J.	PO	NUBIAN	
LEGG	M.J.	PO	VERNON	
LEWIS	N.	PO	VERNON	SONAR, ACHILLES 17.3.75
LINDSAY	J.	PO	VERNON	
LINI	R.	CPO	WHITBY	
LONG	T.E.K.	PO	RHYL	
LUCAS	R.	PO	ZULU	
LOWE	S.	PO	REVENGE (P)	S/M
LE-ORIOX		STC(USN)	DOLPHIN	S/M
LAWSON	E.T.	PO	NIGERIAN NAVY	
LEWIS	K.	PO	VERNON	WEAPONS

MADGE	F.R.	FCPO	ASUAT 6(Farranti)	
MATTHEWS	P.E.J.	FCPO	OSPREY	FAA
MILLIWARD	A.J.	CPO	LOCHINVAR	
MARSHALL	R.	PO	ROOKE	
MILLER	A.K.	PO	VERNON	MINE(W)
MILLET	T.W.	PO	LONDONDERRY	
MARTIN	D.	PO	VERNON	SONAR
MAPIE	K.	PO	VERNON	SONAR
MILIEN	N.	PO	ROOKE (15/11/74)	
MILIBS	A.	CPO	VERNON	
MILNE	C.	PO	DROXFORD (Glasgow University)	
McFLYNN	E.	PO	RNZN	PHILOMEL
MOORE	L.	PO	VERNON	TSO

McHUGH	W.	PO	RNZN	OTAGO
MAGILL	R.	CPO	EAGLET	
MACDONALD	A.J.	CPO	DRAKE SAAU	S/M
MARR	D.G.	PO	NEPTUNE SCTT	S/M
MITCHELL		PO	NETPUNE	S/M
MADDOCK	M.G.	PO	DOLPHIN	S/M

NEAL	W.T.	FCPO	VERNON	TMD
NICHOLLS	R.J.	CPO	F2 STAFF	
NASH	T.	CPO	DIOMEDE	
NORRIS	P.J.	PO	TARTAR	

OAKLEY	C.S.	CPO	MINERVA	
OWEN	W.D.	PO	COCHRANE FOR N.I.	WEAPONS

PEARCE	D.W.	FCPO	AJAX	
PERRY	A.J.	CPO	JUNO	
PAIGE	M.P.	CPO	VERNON	OCS ARIADNE 42.75
PERCIVAL	G.M.	PO	FORTH RNR	
PRYOR	M.D.	PO	LONDON RNR	
PERKINS	T.A.	PO	MERMAID	
PROCTOR	A.C.	LS	LONDONDERRY	
PETTERS	G.	PO	CANES	SONAR 12.75
PRINCE	J.S.	CPO	BINCLEAVES	
PARK	R.	CPO	NEPTUNE S/M 10	
PHILLIPS	B.E.	CPO	DOLPHIN	S/M
PIENAAR	G.	CPO	SAN	
PRINCE	N.J.	PO	DOLPHIN FOREIGN NAVY TRG.	S/M

QUILLER	M.D.	PO	VERNON	PWO'S HERMES 21.4.75
RAWLINGS	B.	PO	ANTHEM	
ROBERTS	E.A.	FCPO	VERNON	
REDMOND	M.L.	CPO	VERNON	OCS
REEDY	J.T.	CPO	VERNON	ASUAT 6
ROBINSON	G.R.	PO	RALEIGH	
ROBERTS	D.E.	PO	VERNON	PO(S) Conv.Instructor
RODAWAY	R.R.	CPO	VERNON	TMD
ROOT	R.E.	PO	VERNON	SONAR PO(S) CONV.INST
ROWE	W.R.	CPO	SCYLLA	
RUSSELL	B.	PO	KENT	
ROSS	T.	PO	VERNON	SONAR
ROBERTSON	A.J.F.	CPO	LLANDAFF	
ROWE	D.	PO	RNZN	
ROTHWELL	R.H.	PO	REPULSE (S)	
ROBERTSON	C.L.	CPO		FAA

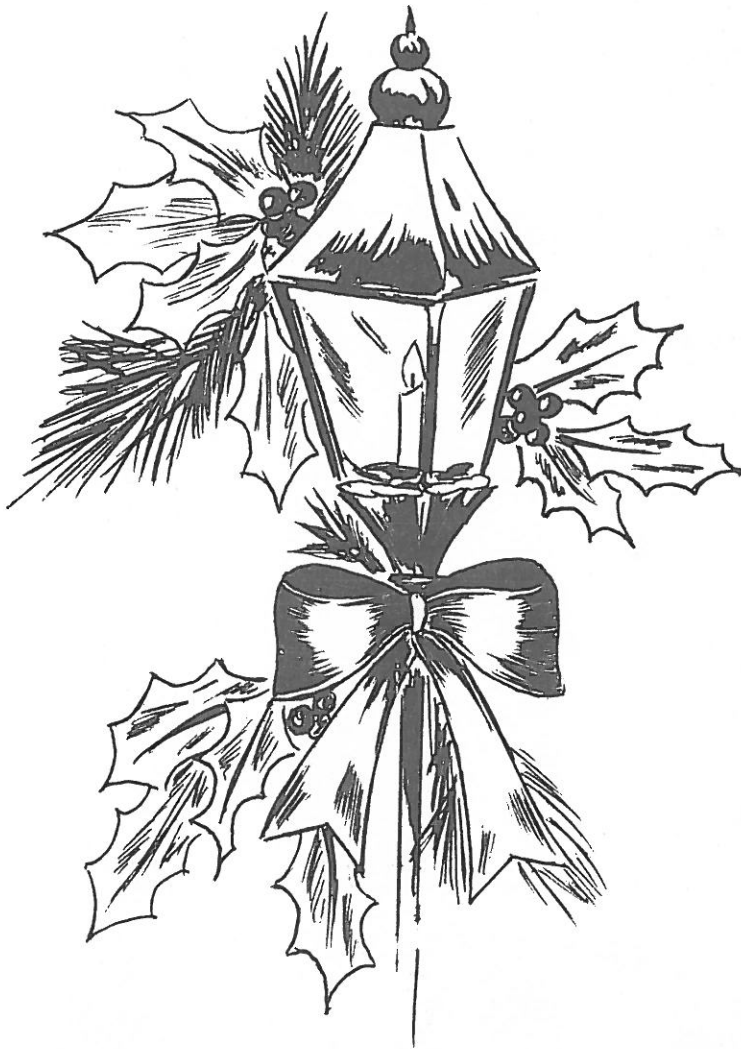
SARGEANT	M.J.	FCPO	DRAKE	
SMITH	W.F.	PO	CARDIFF RNR	NCS
SLADE	J.W.H.	CPO	VERNON	MINE TRIALS
SMITH	S.N.	CPO	JUPITER	
SNELLING	A.N.W.	CPO	VERNON	CPO MESS MAN
SOMERTON	R.A.	CPO	VERNON	MINE(W)
SHEPHERD	R.W.	PO	ANDROMEDA	
SNELLING	R.	PO	VERNON	SONAR

SINGLETON	R.D.	PO	VERNON	MANAGER VERNON CLUB
SIZER	N.H.	PO	VERNON	MINE(W)
SOLE	S.G.	PO	VERNON, FTO	NCS
SOWDEN	P.H.W.	PO	MOHAWK	
STEVENS	N.B.	PO	GHURKA	
STRINGER	R.	CPO	FOST	

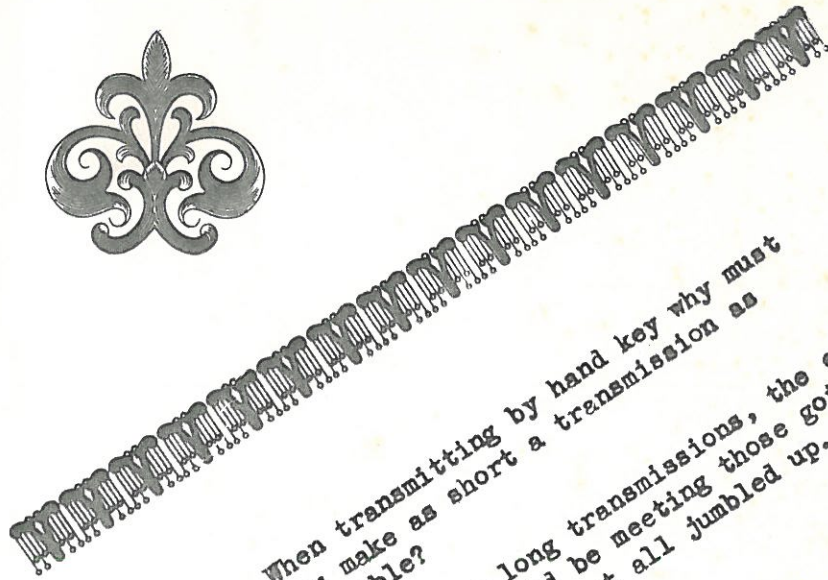
SNOWBALL	A.	PO	GANGES	
SILLENCE	R.S.	PO	VERNON- OSPREY CONT TRAINING	
SHIRLEY	B.	PO	ISTS	
SHEPHERD	J.	PO	VERNON	SONAR
SMITH	D.H.	PO	REVENGE(S)	
SMITH	P.M.	PO	RESOLUTION(P)	
SADLER	A.L.	PO	WARSPITE	S/M
SHIPMAN	R.B.	PO	DOLPHIN	S/M
SQUIRES	K.	CPO	DOLPHIN	S/M
SULLIVAN	M.G.	PO	DOLPHIN S/M TESIS REP	
SMART	B.	FCPO	NEPTUNE	S/M
SAVAGE	B.	CPO	NEPTUNE(USA)	S/M
SHIPTSEY	R.H.	PO	DOLPHIN	S/M

TAYLOR	R.G.	CPO	SULTAN AIB	
TAYLOR	R.F.	PO	VERNON	TMD LONDON 14.2.75
TAYLOR	R.	CPO	VERNON	TSO
TAYLOR	J.W.R.	CPO	DOLPHIN	S/M
THOMPSON	R.M.	CPO	RALEIGH	
THOMS	K.J.	CPO	SHEFFIELD	
TOULSON	K.	FCPO	VERNON	TSO
TOWNLEY	R.E.J.	CPO	FOF2 STAFF	
TROTTER	M.J.	CPO	VERNON	CI(MW)
TOPPS	S.G.	PO	DOLPHIN	S/M
TOWNS	J.	CPO	RENOWN	S/M
TRELOAR	J.W.	PO	RNZN	PHILOMEL

UNDERWOOD	P.	PO	RNZN	
WOPLING	J.	PO	VERNON	SONAR
WARD	R.J.A.	CPO	VERNON	ASUATS
WHITE	D.	CPO	RN, RM, WRNS, CAREERS	CANTAB.
WICKENS	D.J.	CPO	VERNON	
WILLS	R.S.	CPO	VERNON	CI(S)
WILLIAMS	L.A.K.	CPO	VERNON	
WILLIAMS	W.G.	CPO	ROTHSAY	
WRAITH	R.W.	CPO	FOF1 STAFF	
WRIGHT	M.	CPO	VERNON	TMD DUNDAS 3-3-75
WAKEFORD	A.E.	CPO	HERMOINE	
WALTON	A.R.	CPO	FALMOUTH	
WARD	K.B.	CPO Po.	AJAX	
WESTBROOKE	A.	PO	VERNON	SONAR
WHITHEAD	J.	CPO	VICTORY	7-10-74 PENSION.
WILLIAMSON	T.W.	CPO	VERNON	MINE(W)
WOOD	P.	PO	VERNON	MINE(W)
WOOD	R.L.	CPO	PENELOPE	
WRATTEN	P.I.	PO	CHARYBIS	
WRIGHT	M.T.	PO	BRISTOL	

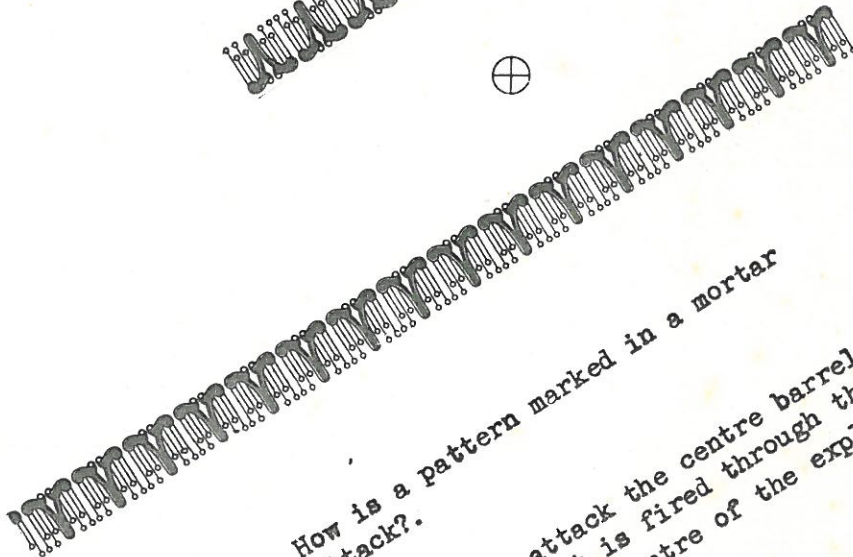
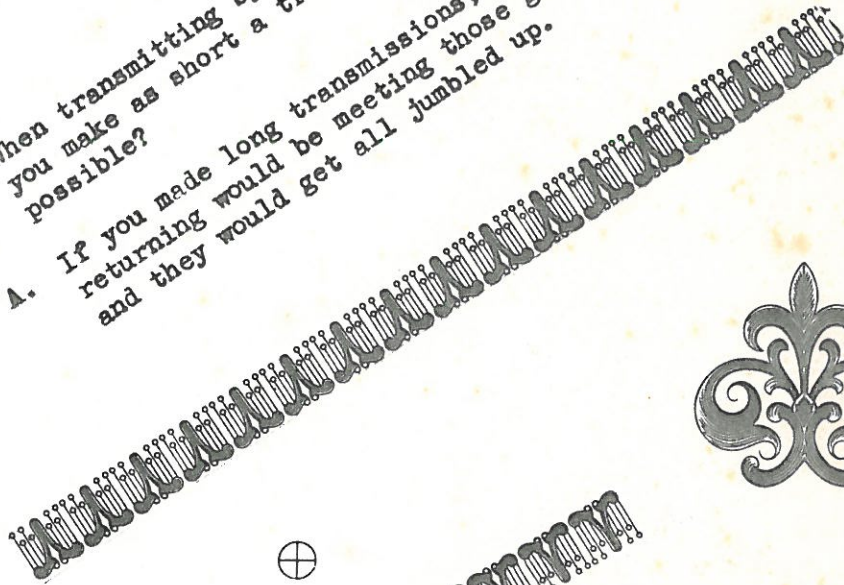






Q. When transmitting by hand key why must you make as short a transmission as possible?

A. If you made long transmissions, the echoes returning would be meeting those going out and they would get all jumbled up.



Q. How is a pattern marked in a mortar attack?

A. In a mortar attack the centre barrel is used ---- it is fired through the computer to the centre of the explosion.

