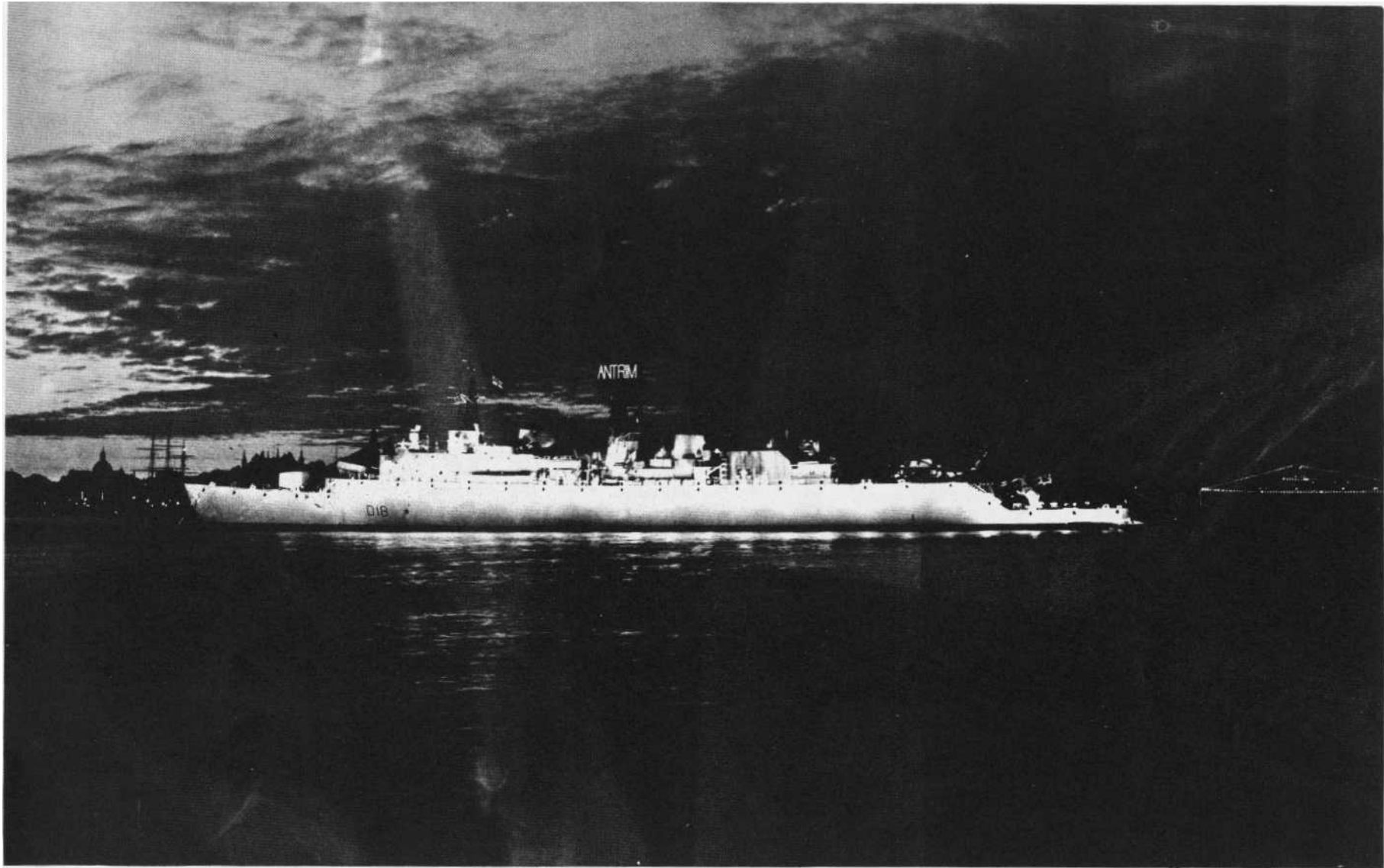


HMS ANTRIM

1976

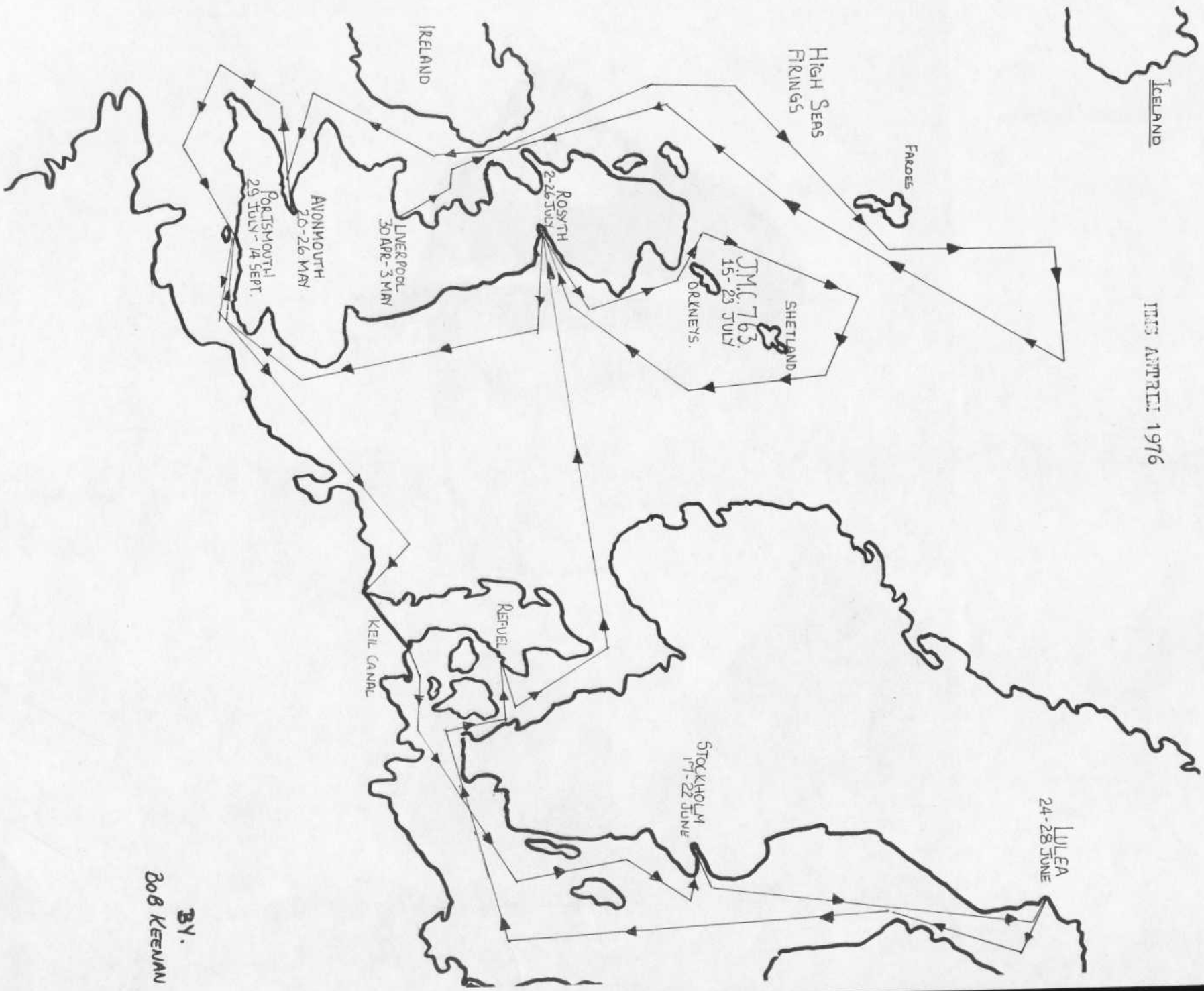
NOVEMBER 1975 - JULY 1976



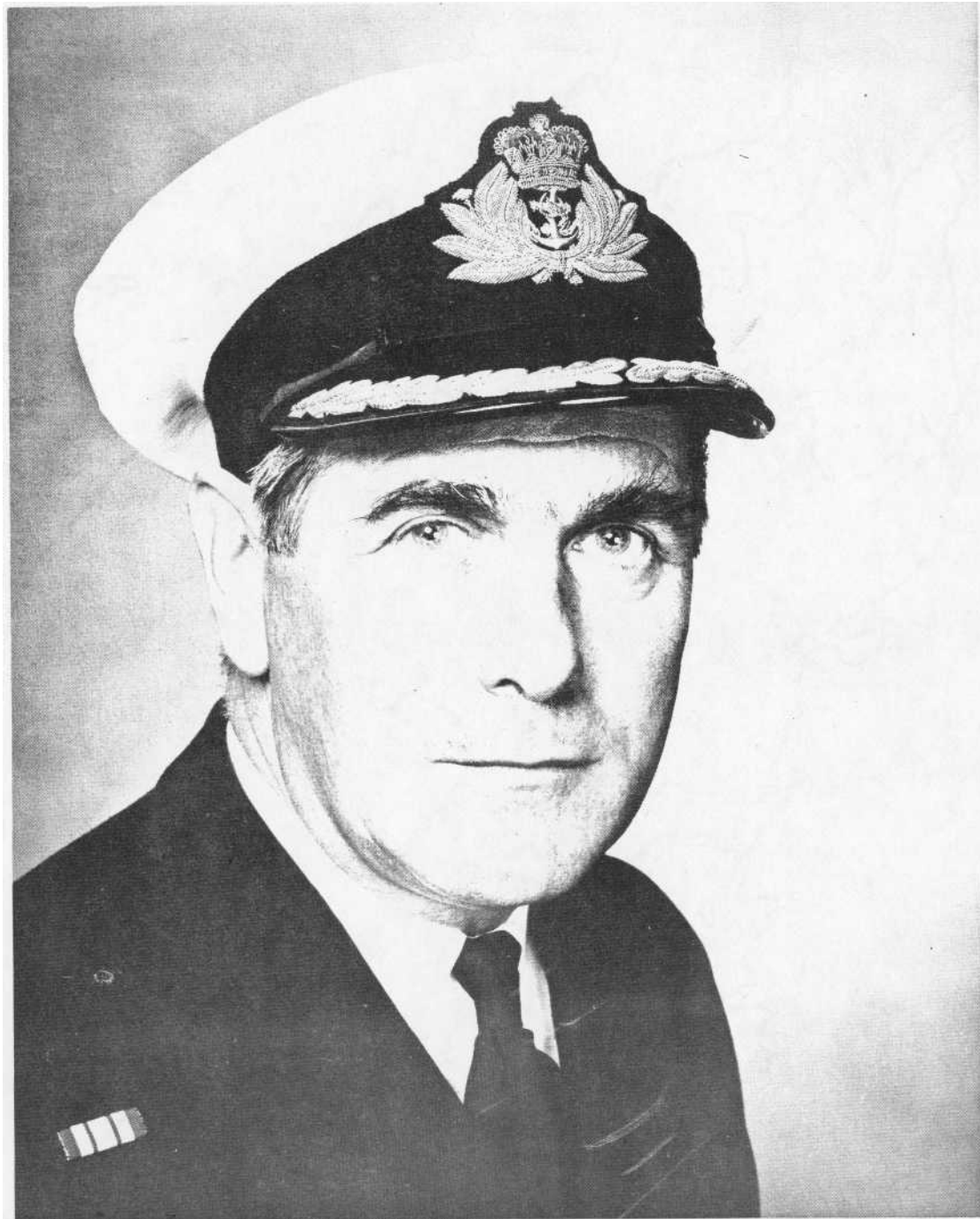
HMS "ANTRIM" - Floodlit in Stockholm on the occasion of the King of Sweden's Wedding

Iceland

IRIS ANTRETT 1976



BY.
BOB KEENAN



HMS ANTRIM

Without the support, sympathy and understanding of our families and friends our service to our Country in HMS ANTRIM would be very much more difficult to sustain at the high level of efficiency and happiness that we all want so much. Since we put to sea again after Christmas your support has been deeply appreciated and we were delighted that so many of you could come to sea with us on Families Day. As a small token of our appreciation here is the story of our doings over the past eight months.

I hope that you will enjoy and be interested in reading about all our activities. Perhaps it will make you as proud of us as we are of you.

MICHAEL BURGOYNE
Captain, Royal Navy
Commanding Officer





Leading Airman ("Postie") Woodward "organising" the bad weather for us in Northern Waters

OPERATIONS DEPARTMENT

Since ANTRIM returned from the Mediteranean in November, it has been a busy time for the Operations Department. After Christmas leave, the ship sailed, with many new faces around, for a period which included post - DED trials, COST at Portland and an unexpected spell as planeguard for HMS ARK ROYAL. Our time at Portland was hard work but with no shortage of advice from the Staff the new team soon knitted together and contributed to the ship's overall 'GOOD' assessment. We were also able to celebrate winning the 1975 Seaslug Trophy (with a little help from our friends) and the 1975 NCS trophy.

On our return to Portsmouth for Easter Leave, ANTRIM was honoured with hosting HRH the Duke of Edinburgh to meet representatives from the Fleet. It was a great day for us all and it is generally agreed that HRH managed to speak to everybody!

After Easter, the spotlight came on the sonarmen with two Fleet Trials COQX running and PWO training. Much was the delight, or nostalgia perhaps, to hear such warcries as 'Action Mortar' ring around the OPS Room. Not to be outdone, however, the seaslug team carried out a successful tactical firing and the whole team joined in for an air-defence bonanza day before arriving back in Portsmouth for the Spring Holiday.

The long week-end over, the ship day-ran from Portsmouth for a week during which we took the various staff colleges to sea and gave them, in a tightly packed programme, a taste of what we do and how a warship works. On the final day of the week, our families embarked for a short programme of activities which, being blessed with fine weather, we were all able to enjoy.

Next on the agenda was ANTRIM's formal visit to Stockholm at which the ship represented the Royal Navy at the Wedding of the King of Sweden. The passage to the Baltic was busily spent in getting the ship's appearance up to scratch but nobody minded working on the upperdeck during the interesting transit of the Kiel Canal and more particularly as we passed through the spectacular Stockholm Archipelago. Between providing a Royal Guard and fulfilling the many other ceremonial committments, it was possible to enjoy the hospitality of a beautiful city. To complete our visit to Sweden, the ship headed north on leaving Stockholm and visited Lulea to join in the midsummer celebrations in the land of the midnight sun (and the largest mosquitoes in the world).

Ahead lies an exercise followed by summer leave. The programme after that looks to be in every way as Varied as it has been up to now.

SUPPLY AND SECRETARIAT

Christmas and the DED passed all too quickly for the Supply Department, no sooner was it over than the ship started to rush headlong towards Portland and COST. With weapon training and trails to be squeezed in before Portland alongside time for storing was at a premium.

However the ship eventually made Portland where all were subjected to close scrutiny and realistic exercises to test our organisation and preparedness. The department did well in COST, receiving a good in the Staff Sea-Check and performing well in the exercises from galley fires to board and tow. All this was achieved despite considerable turmoil in the department. CPOSA "OLLIE" HOYLE and JOHN RICHARDS the DSC were relieved just prior to Portland, CPOSTD McALONAN took over the wardroom at Christmas and POCK PARKIN stood in for a sick CPOCK NEWMAN and received his acting local "buttons" to run the main galley. As Portland finished we said goodbye to the boss JULIAN LORING and welcomed his successor DAVID THOMPSON.

The rigours of Portland behind us the ship took a well earned Easter Leave prior to sailing for trials and training and prestige visit to Liverpool to commemorate the Battle of the Atlantic. Several of the department formed part of the ceremonial guard and the cooks and stewards had the usual

hard work of official entertainment.

The visit was undoubtedly a success although an extra day was added after the fire onboard HMS WARSPITE. ANTRIM helped fight the fire and helped in the aftermaths too. Many of the SA's were involved in providing all sorts of stores for the stricken submarine and LCK HIGGINS and his team put the Portland Expertise into effect by providing hot drinks for the firefighters and submariners.

We finally sailed from Liverpool for more trials and then made our way to Rothesay and the Clyde Area for COQC the submarine CO's Exam. The galleys managed to maintain the standards despite being under almost continuous wheel as we chased the submarines. The rest of the department struggled to satisfy the ship's appetite for paperwork and stores despite the problems of communications and distance. This was followed by an unplanned excursion to the Northern Seas between Iceland and Norway during which the ship achieved a midnight seaslug firing.

Avonmouth was a meet the navy visit with all that this entails. Many of the department were guides for schoolchildren and careers officers who poured over the ship in an unsteady stream. A large careers forum was planned, so there was a good deal of work for all the

wardroom staff. The visit was brightened for the SA's and some of the senior rates by an invasion of staff from Bath and Copenacre. Clerical Officers and assistants from the stores support organisations, these ladies thoroughly enjoyed their liaison visit and created a lot of goodwill for the ship.

Our visit to the west country over we rushed back to Portsmouth for the Spring Bank Holiday where the ship prepared for Seadays. Seadays were a series of days at sea for the Officers Staff Courses of the other Services and foreign Armed Forces. There was therefore a daily invasion of about thirty officers of varying uniforms and ranks and all did their best to show them the ship and its capabilities. Of course the department fed the visitors and provided them with the appropriate clothing.

The Friday of this week was Families Day, yet another big day for the department. The cooks laid on a marvellous display of their skills and provided lunch for the whole ship and their guests, some 1300 in all. It was a most successful day and one we hope all the families appreciated and enjoyed.

We sailed on the following Sunday having spent the Saturday storing with last minute requirements for our visit to Sweden. A formal visit to Stockholm for the wedding of the King of Sweden, a grand affair with much pomp and ceremony. The department provided members for the Royal Guard and the remainder lined the upperdeck for cheer ship and the Royal Gun Salute.

An Official Cocktail Party was provided for local dignatories and senior Swedish Officers. One of the guests was Admiral of the Fleet Lord Mountbatten of Burma.

The visit was a success although prices ashore were high in comparison with UK. The Chief Writer Trevor Elliot and the DSO John Hampshire did a roaring trade in Swedish Kronor changing over ten thousand pounds worth.

After Stockholm a midsummers visit to Lulea up near the Arctic Circle was made to relax after the formality of the Royal Wedding. As in Stockholm the cost of living was expensive and because of the MidSummer Holiday there was little activity ashore. One result of this was that the dining halls were always packed and everyone ate onboard.

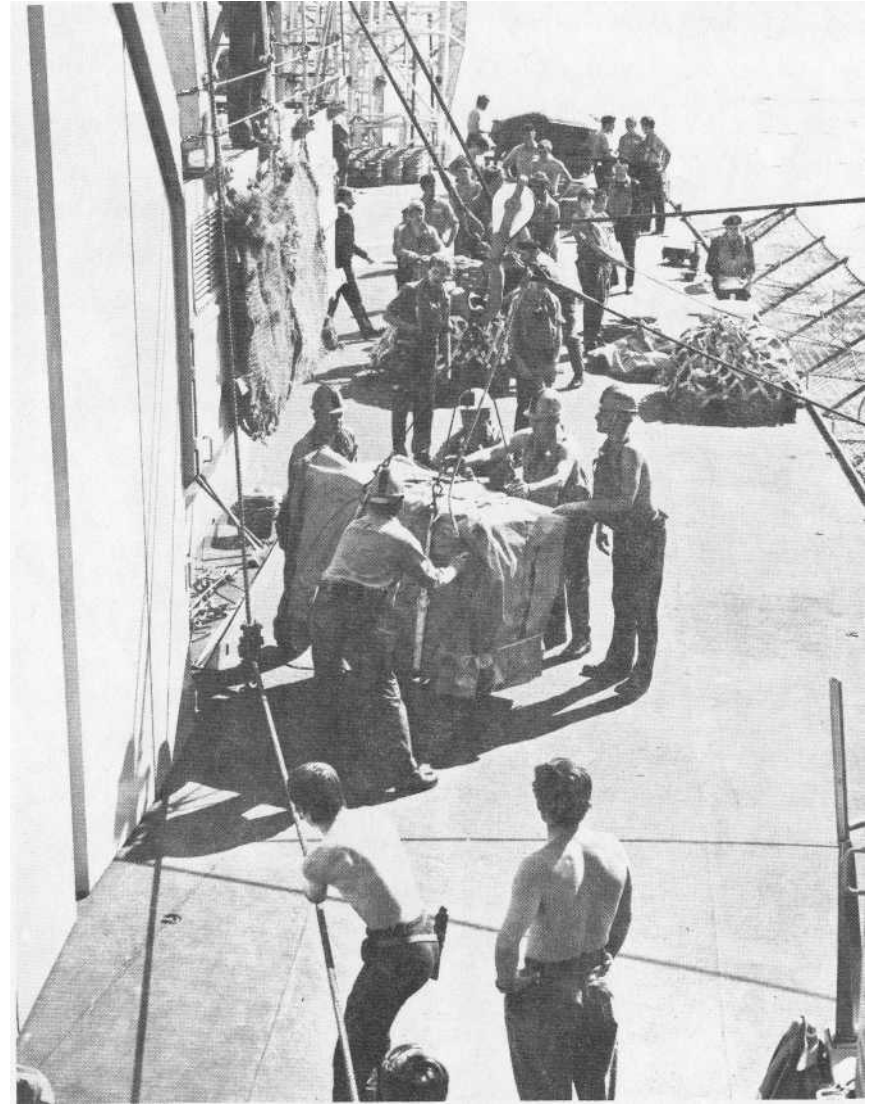
Lulea was followed by a trip down the Baltic and an unscheduled stop at Aarmus in Denmark where we fueled and obtained fresh milk.

Sailing from Aarmus the ship arrived in Rosyth to give weekend leave and prepare for JMC and Navy Days. The Navy Days passed well and the ship sailed for the JMC, operating on a war footing for ten days.

Throughout this period of slightly over six months the ship has done several RAS's of differing types experimenting with different Rigs and Routes and taking varying amounts of stores, never omitting the beer of course. It has been a period of hard work in which the department along with the rest of the ship has proved it can meet its commitments and help keep the ship operational. There has been a gradual change around in the department and there have been new faces: amongst the cooks, writers, stores accountants and stewards all have blended in well to keep the department an efficient unit.



Fighting a fire in the Galley during Portland



Rasing Solids - Replenishment at Sea

THE SHIP'S CHAPLAIN

What does the Chaplain do on board? A question which is asked over and over again. Apart from the essential Priestly ministry of Prayer and the Offering of the Eucharist daily, he has to ensure that the word is preached, and the Sacraments administered to the people of his own denomination, and ensure that members of other denominations are cared for. Apart from this, The Admiralty Board, in their wisdom, have decreed that he is to be the Friend and Advisor of All onboard. In this, if not in any other way, he is at your service.

This brings the question of what is my view of my ministry onboard. I think it is very much a listening ministry. People who come to the Chaplain very often do not want him to solve any problem for them, they just want him to sit and listen. In other words, they want to talk at him. others want to talk to him. and yet others to talk with him. Three different ways of being a friend and advisor.

Since last November, twelve baptisms have been held onboard,

Benjamin Christopher	John Thompson
Anne Hackworthy	Andrew Phillip Jackson
Michelle Kay Weisenborn	Michael Wayne Weisenborn
Caroline Louise Lockyer	Abbie Sarah Man
Claire Annette Alison	Carl Wallace Jakeman
Simon Peter Adams	Nichola Anne Little

Banns of marriage have been called, and to those who have fallen for the noose, many congratulations. Not least to my predecessor Jeremy Ames, now at HMS DRAKE.

We have passed through another Families Day when it was my delight to meet so many of whom I had heard much, it was indeed a happy experience. It is one of the joys of the Daily Eucharist that through this offering of Love, we unite ourselves and families binding us in the Love of God that passes understanding,

MEDICAL.

The medical department is the smallest department in the ship and consists of one doctor, one POMA who organises the administration and one MA who carries out the routine treatment.

The staff has changed considerably over the past few months. Surgeon Lieutenant D Baker left to join the Admiralty Medical Board, however it is rumoured that in fact he is running a chamber orchestra in London. MA ("Brum" Lidell also left to join HMS SULTAN.

POMA Dalgetty remains and the new staff are Surgeon Lieutenant D Pickering and MA R Patton,

The sickbay itself consists of a small ward, an operating theatre with sterilising facilities where minor surgery and dental procedures may be carried out. There is also a small X-Ray machine. The dispensary doubles as a dark room for developing X-Rays and as a simple laboratory.

Over the past few months we have been in home waters and most people onboard have remained fit and well, so our ward has never been full to capacity. Although at the beginning of the year we were struck by the flu epidemic which took its toll for a week or two. Also luckily although there is always a succession of cuts and bruises we have had no serious

accidents. So all in all this has been an uneventful time for the medics, but that's the way it should be.

Looking forward to our trip later in the year we feel that there will be new problems to deal with, but let us hope that they do not spoil what should be an interesting and enjoyable time.

WEAPONS ELECTRICAL DEPARTMENT

Those who read last issue's gripping tales of the Jolly Green Giant will be fascinated by the continuing story told section by section below.

WE1

Although small and undermanned, WE1 Section controls the vast paper emporium without which the department would cease to function. We are the Writers, or in civilian jargon, secretaries (but not the sort that sit on knees, sailor). A measure of the work output is that at the beginning of the year we had 3 typewriters, now we've worn out 2 and the survivor is still staggering on. Because of the nature of the job we have to be many things to all men - diplomats, detectives, technical authors, private secretaries, graphologists (that's a word meaning the study of Deputy WEO's handwriting). Generally we are a happy little band, always ready with a sympathetic ear and a shoulder to cry on and we always try to send our customers away even more confused than when they came in. Occasionally we play cricket and football. We welcome our new boss FCCEL Barry ACONS and LOEM Bob KING as COEL 'Tab' HUNTER and LOEM 'Ged' WHEELER move to WE6 Section and start getting their hands dirty. REM Paul BANNING is still struggling on.

WE2

WE2 has expanded this year. We have now added electronic warfare, closed circuit television, and the Public Address System to the list of Computers and Radars. Incongruously, the numbers to do the work have reduced. The majority of the Junior Ratings have changed but the Senior Rates, apart from REMN Paul JAKEMAN who has been relieved by REMN Les WEBSTER, have remained the same. We had fewer problems at Portland this year than last and we received a good report from FOST. The programme thereafter allowed us to settle into the routine of preparing for Seaslug Firings and steeling ourselves for King

Gustav's wedding in Stockholm: the firings went without incident and we kept out record of never missing with Seaslug; the wedding required the section to learn the art of reeving blocks and tackles in order to fit the 'ANTRIM' sign in lights to the top of the 965 aerial. In Stockholm everyone had to work hard - one member of the section was notable for his absence - but Lulea brought the offer of relaxation. It gave us the opportunity of experiencing perpetual daylight - a contrast to the gloom of the Ops Room - and it allowed some to walk the mountains and even learn how to butcher a reindeer. In all, the last six months record a period of success for WE3, with very few equipment failures and high degree of comradeship developing.

WE3

"We never close" could well be our motto, because even in drydock with the rest of the ship closed down the broadcasts and telephones still have to work. When operational again you would never believe how impatient people can become waiting to use the shore telephone after five weeks at sea. We have become the most passive of the WE Sections since the recent re-organisation, when we lost underwater weapons and EW: the best we can do now is ping furiously at any lurking submarine. However we are in the public eye once: by a very careful piece of planning (it just went duff of its own accord) we arranged that the aerial on top of the Exocet Missile Containers should be changed whilst the ship was at anchor off Portsmouth on a very cold, dark windy night; trying to control a 30ft whip in the wind is no easy task - there must be easier ways to get a free brandy out of the Captain! The new boss, Sub Lieutenant Ron RICHARDSON, finds no problem keeping fit, as he has such frequent trips to the bridge to be told that yet another UHF radio VHF radio/HF radio/broadcast/tephone/Interphone/RAS phone is duff. "I'm WE3 - Phone me".

WE4

Good news for the foc'sle party, that PO Daisy ADAMS, assisted by P.P.D. (alias OEA1 John DUNNETT the Terror of the Turret) have finally cured the leaks in the gunshield: the only problem is that the gunhouse is now ankle deep in OM65 (understood to work wonders for Athlete's Foot). In spite of all, however, we managed to win the Fleet Naval Gunfire Support Trophy. It was nice to see Seacat Aimers making good use of OEA1 Graham HACKWORTHY's system during our recent trip to 60 - odd degrees - the first shot by AB Ian BUNN gave the remaining "model aeroplanes" a severe case of ICARAS. Finally, the blank staring eyes noticed around the section shortly after our arrival in Rosyth were not due to horror at the forthcoming JMC, nor to shock at our overdose of TTBs (credit to WE4's "Man of the Month", PO 'Thommo' THOMPSON) but to PPD's farewell run'.

WE5

This team started well when we heard that we had won the Fleet Seaslug Trophy. Another exciting event since the last newsletter was of course our firing in May. As well as being a great success operationally, it was particularly interesting as it took place very late at night when the ship was almost in the latitude of the midnight sun. Breathing sighs of relief, both Seaslug Section Officers, Lieutenants Mile WALTON and Dave ROWLANDS (both about to be Lieutenant Commanders), were then allowed to escape and Lieutenant Ken MORRISON is the new boss: now we wonder what MW and DR used to do all day! What's more confusing is that WE7 and WE8 Sections have combined, not to make WE15 as might be expected, but WE5. Finally in the very near future, we in ANTRIM and the Navy are losing REMN1 Roger CHIPPERFIELD who is going into business with his father. We wish him the very best of luck.

WE6

It has been widely broadcast by the Marine Engineering Department that they are empire building and are about to take over the "Steam and Oil Soaked Greenies" in the near future. Moreover, Jaguar Mechanical Engineering (the four-wheeled variety) (POEL Norman BRAMMER) has taken over the electrical workshop. We are the Cinderellas of the department, never basking in the glories of 75 percent TTBs or Seaslug Trophies. But when you stop to think, we really have the upper hand on them all, because none of these coveted prizes could be won if we were to "pull out the plug". Finally, there have been a few changes to this section too since the last newsletter, notably that Lieutenant (now Lieutenant Commander) 'Dil' DRAKE has left us and Chief OEA 'Pat' PATTERSON has been 'elevated to the peerage' and become the Section Officer.



Mr W E Vorstius with Vice Admiral A S Morton

Mr Vorstius visited HMS ANTRIM in July with his wife and daughter. He served in the previous HMS ANTRIM between February 1913 and May 1917 as a Gunnery Rate. He remembered well his time in the last ANTRIM, and in particular the visits by the Kaiser, King Paul of Greece, King Manuel of Portugal and King Alfonso Spain. Mr Vorstius joined the Royal Navy as a boy at HMS GANGES and retired as a CPO, having seen service in the 2nd World War. An Old ANTRIM reunion was held onboard in May 1975, and he was one of those present. In June this year, he marched past with the Veterans Division at the Final Passing out Parade at HMS GANGES.