



Right Honourable Roy Mason MP, commissioned an artist from his constituency to paint a picture of HMS ANTRIM. The Masons have had a particular interest in HMS ANTRIM as it was Mrs Mason who launched the ship in 1969. The photograph shows Mr Mason with Mr Ashley Jackson presenting the painting to Captain Burgoyne on the Flight Deck during our visit to Liverpool at the end of April, The painting is now mounted at the forward end of the Giant's Causeway.

The photograph above shows Mr Roy Mason talking with:
(from left to right)

MEM Jim MARKLEW

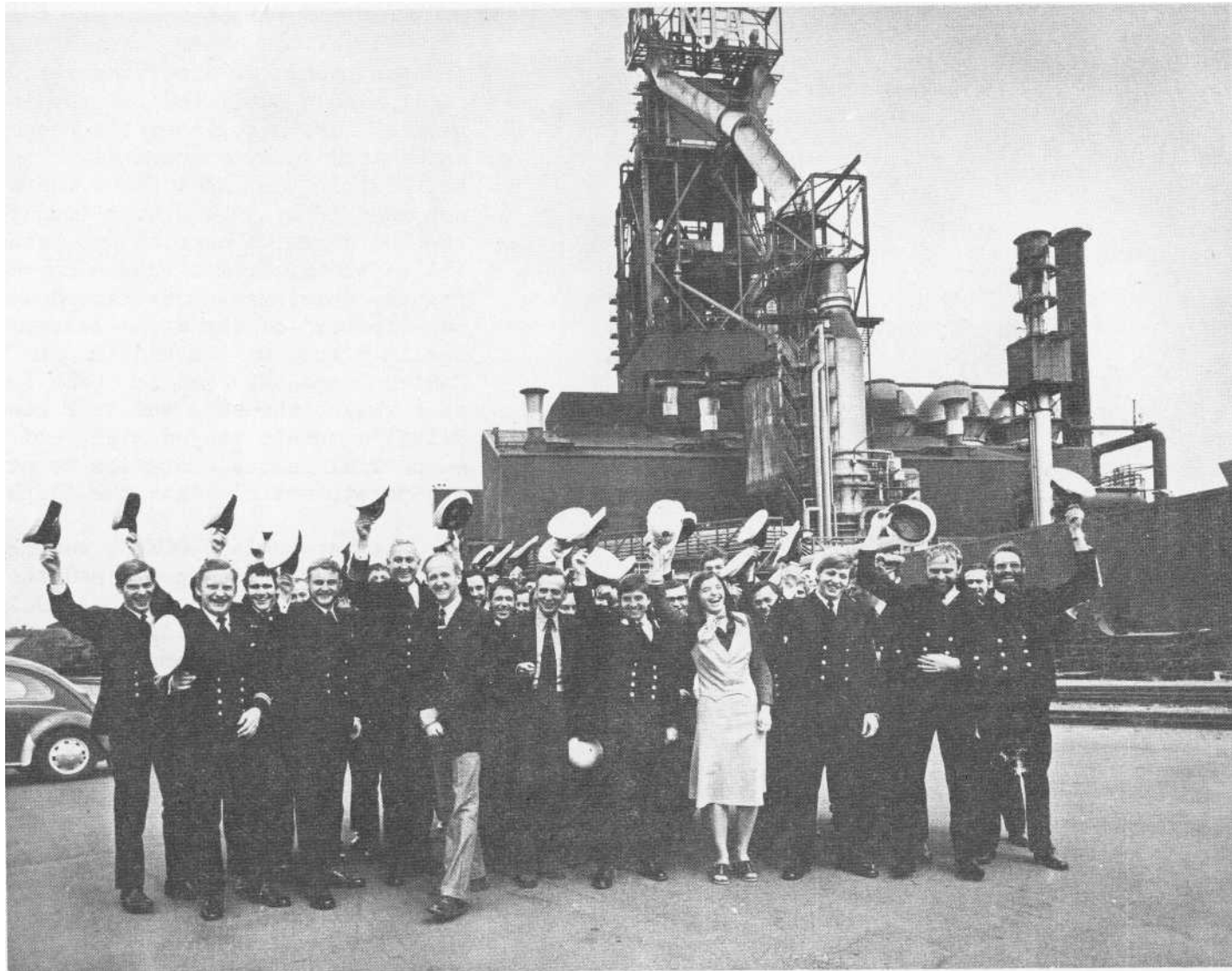
MEM "Robbie" Robertson

AB(M) Steve EDE

WRITER Sam Hands



On passage from Avonmouth to Portsmouth at the end of May, we embarked some members of our affiliated Army Regiment, the Royal Irish Rangers. Shown here on the foc'sle with a few of them are POSA Jefferies, LMEM Strickland, Cook Bostock and Cook Gallimore.

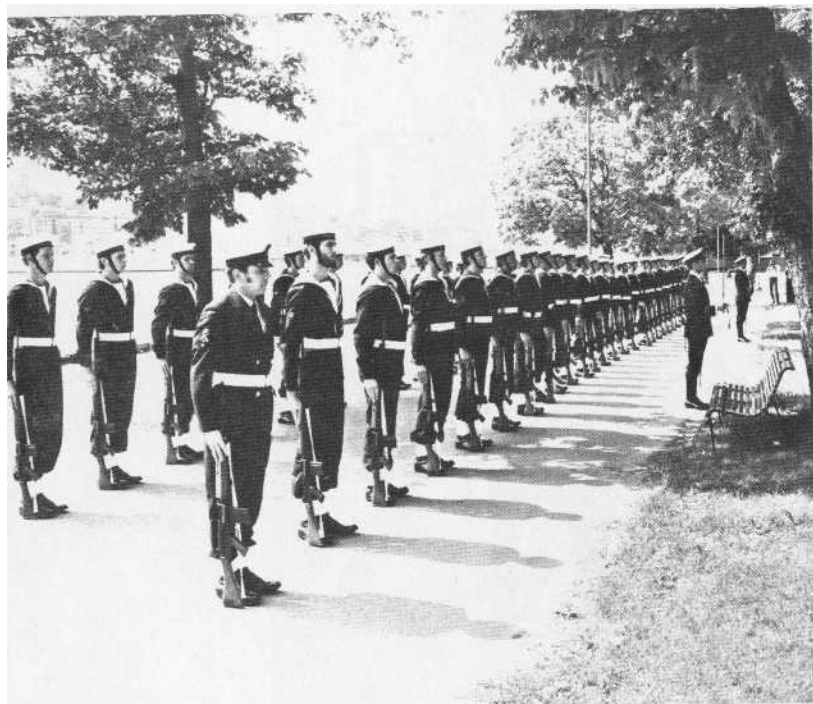


Some of the Officers and Men who enjoyed a visit to the Steel Works at Lulea.

FLIGHT

ANTRIM Flight is a self contained unit, consisting of a Flight Commander, who is a pilot, an observer, another pilot, an aircrewman (sonar operator) and a team of 11 highly qualified maintenance personnel. Naturally we also have a helicopter, a Wessex Mk III, used to detect and attack enemy submarines. The Flight is designed to be flexible, and this facet was demonstrated when we embarked in RFA OLWEN over Xmas for duty off Iceland in the Cod War. We carried out reconnaissance sorties in all weathers, from bright sunny days, to freezing, snowy nights, sometimes under hazardous conditions, and all this instead of Christmas leave. You can guess our feelings when we learned that we were to spend our Easter leave embarked in OLWEN for a second time, all this whilst the ship was in Portsmouth. Still, the Flight's morale stayed high, and this was helped by a successful rescue operation reported in more detail in a separate article that the flight carried out.

After we left OLWEN, we embarked in ANTRIM, just in time to see Liverpool, and then take some well deserved Easter leave, in Mid May. As July comes to an end, it finds us just having finished an air inspection, and a JMC, looking forward to Summer leave and re-embarkation in ANTRIM for the next trip in the Autumn. Our Flight Commander will have changed and we say farewell to Keith Simmons and welcome Chris Green.



The Royal Guard in Stockholm with
HMS ANTRIM in the background.

HMS ANTRIM FLIGHT IN ICELAND

HMS ANTRIM helicopter flight has been embarked in RFA OLWEN using Wessex 417 and returns to ANTRIM on Wednesday, 28 April, with Wessex 406.

RFA OLWEN was detached from fleet support duties in Icelandic waters on Friday, 9 April and the flight was involved with the evacuation of a Norwegian seaman, who had suffered a brain haemorrhage from the research ship "HARMONI" which was stuck in an ice pack nearly 400 miles inside the Arctic Circle.

The ice was first sighted late on Friday night as OLWEN steamed north towards the "HARMONI" It was decided that the ship would remain to the south and clear of the ice field until daybreak, when a US Air Force aircraft from Keflavik assisted with the passage through the ice. By mid afternoon on Saturday, it was obvious that no further progress could be made to the north as the ice was, by then, solid ram ice about 15 feet thick.

HMS ANTRIM flight was made ready for take off while OLWEN steamed in a slow circle in an area of open pack ice.

Wessex 417, crewed by Lt Cdr Simmons, Lt T MacMahon, Lt A Ross and POACMN Butler, took off at 1515 on Saturday, 10 April and translated towards "HARMONI", 46 miles to the north. The wind was 40-50 knots from the north and visibility varied between 2 mile and 3 miles. There were also occasional snow showers. A US Air Force Hercules guided the Wessex towards the research ship and the vessel was sighted at 3 miles, in very close pack ice.

The landing area on a large flat ice floe, 20 yards across, had been marked out with wooden planks and was covered with six inches of snow. The air temperature was - 18 deg. Centigrade. A 15 feet high ice pinnacle, obstructing the approach, was marked by a Norwegian seaman: standing at its base.

Having spent fifty minutes in transit, the helicopter remained on the ice flow for a further twenty minutes while the patient was transferred, although not putting the full weight down. The man was Mr Sverre Anderson from Tromso in Norway.

Returning, the Hercules flew down the route towards OLWEN with Wessex 417, which landed twenty five minutes later. While the helicopter was away, OLWEN had to alter course for another vessel, the Norwegian Seal Hunter "POLARIC" which had emerged from the ice to take a close look.

After a reconnaissance by the Hercules, OLWEN cleared the ice field to the south east late on Saturday night and set course for Jan Mayen Island. The helicopter was again used to transfer the patient to Jan Mayen Island, where a Norwegian twin engined aeroplane was waiting, engines running, to take the patient back to Norway.

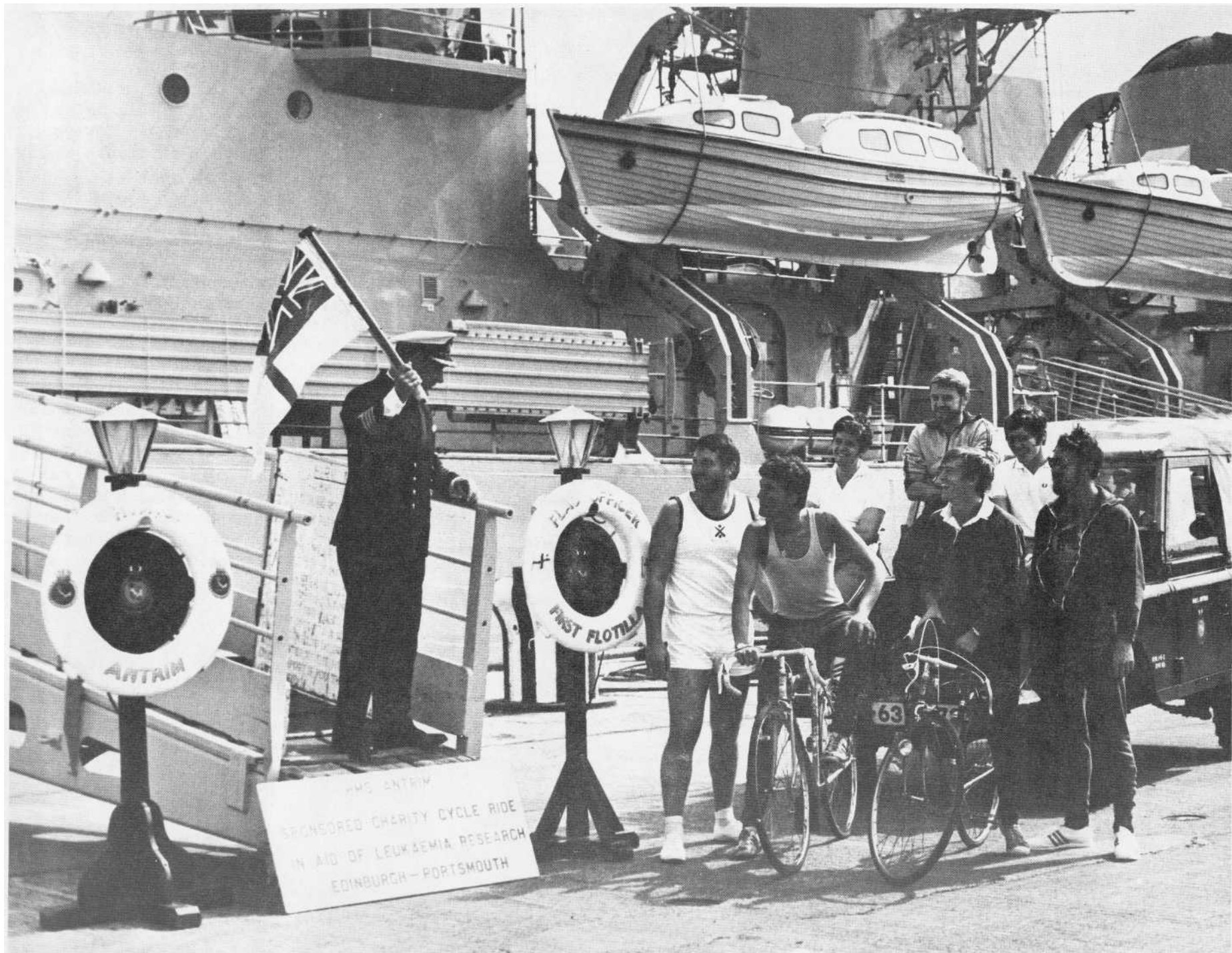
'EXPED 76'

The ship's programme this year has been such that little time has been available for expeditions, however two notable trips deserve mention.

The first was organised by the Swedish Army and took place during ANTRIM's visit to Lulea. Twenty five officers and ratings travelled by train, boat, road, and finally on foot to the Kebnekaise mountain station at the base of Sweden's highest mountain. About half the party attempted an assault on the summit of Mt Kebnekaise - the other half being taken on a less arduous mountain walk. However for many attempting the summit the going proved too tough and although a number managed to get within two or three hundred feet of the 7,000 ft peak only Lt Pelly and J/S Prosser together with their Swedish guides actually stood on the top. All the party, however, regained sufficient strength in time to enjoy the evening's 'Apres Grimpee' and bask in the midnight sunshine back at the mountain station.

The other major trip was a sponsored cycle race - the idea being to beat the ship from Rosyth to Portsmouth. A team of six led by Mechl Weissenbaun and with the ship's land-rover and two bicycles left Rosyth at midday on Monday July 26, and riding in relays (with those not actually cycling travelling in the Land Rover reached Portsmouth at 6.30 am on Wednesday July 28 some four hours ahead of the ship.

The total distance of 480 miles was completed in 422 hours which included a compulsory eight hours rest period. As a result of the team's success about £200 was raised from the sponsors for the Princess Chula Ward.



ANTRIM SPORT

Since our return from the Mediterranean in October ANTRIM's most notable success has been the victory over HMS FEARLESS in the Maxi-Ship Rugby Trophy. The 10-3 victory was a case of third time lucky and was especially pleasing to POMEM 'The Cat' SLATER and LMEM SKILLIN who had played in the previous two finals without success. ANTRIM's stalwarts ably led by REA HARRIS, kept FEARLESS under ceaseless pressure for most of the match eventually winning with a try and a drop goal by Lt Cdr Tony FISHER and a penalty by our won RN full-back POPT PIERCY.

POPT PIERCY continues to represent the Navy and also played for the combined services against the Australians. It is hoped he will also be selected to play against the Japanese in October.

Regrettably our Soccer manager CCEL PACK leaves us shortly so we will greatly miss his drive and enthusiasm which have played a major part in our Soccer team gaining 7 victories out of 10 games. We hope that CPO HACKWORTHY, who takes over from CCEL PACK, will with the assistance of FA coach POPT DAY, continue to enjoy the same level of success and perhaps some of our team will make the RN Squad which POOEL USHER and AB BARTLETT narrowly failed to do last season.

REA App REYNOLDS has done extremely well in the multi-sports athletics and in particular at HM Portsmouth Command championships Biathlon (2nd) (Swimming/Running), coming 4th in the RN Biathlon championships, 3rd in the RN Triathlon Event (Running, Swimming, Fencing) and representing the Navy in the RAF Championships.

The Basketball has been highlighted by REM COLLEY being in the RN Squad and a crashing defeat by a national league side in Lulea (Sweden). However, they have played well in matches in Portsmouth and have a good nucleus of players led by LREM HENDERSON for the future.

At present Golf seems to be the game to play as matches have been arranged at every port of call with the after match entertainment being extremely good - the pool of players seems to grow week by week as hopefuls try to get in on the act.

Two other highlights deserve mentioning - the Sports days at Portland and Rosyth. Both afternoons consisted of "It's a Knockout" with the forenoon at Portland offering 10 activities and at Rosyth the RN Physical Fitness tests. 150 of the ships company reached the required fitness level - the remainder are not necessarily unfit as only 160 took part. The WE Dept seem to have the knack of "It's a Knockout" as they have won on both occasions narrowly beating the Communications Dept by 8 points (out of 650) at Rosyth.



MAXI - SHIP RUGBY WINNERS V HMS FEARLESS
MARCH 1976 at RNAS YEOVILTON WON 10 pts-3

TEAM (back row)

RO 'Taff' VENKORT Lt Chris TARMEY MEM 'Topsy' TURNER LMEM Andy SKILLIN Captain BURGOYNE LSTD 'Darby' ALLEN
AB 'Yorkey' BETTERIDGE POMEM Ken SLATER PO Les MULLARD OEMN1 Ben BOOKER OEMN1 'Bungy' BAGWELL AB 'Gilly' GILBERT

(front row)

POPT Peter PIERCY REAL 'Bomber' HARRIS (team Captain with trophy) RO 'Ginge' DENT CEAL Paul COOMBS
Lt Cdr Tony FISHER

MARINE ENGINEERING DEPARTMENT

In early November the Marine Engineering Department commenced preparations for dry docking at Portsmouth. The ship settled gently on to the blocks in No 14 dock on the 11th of November and there followed a period of intense activity in which the dockyard and Fleet Maintenance Groups set about rectification of the numerous defects which occurred during ANTRIM's Mediterranean deployment. Scaffolding was rigged in the drydock in order that the ships bottom could be scraped and re preserved and a team of Marine Engineer's restored the propellers to their original pristine brightness.

It was necessary to fit into our time in Portsmouth two leave periods, while retaining half the department onboard. Second Xmas leave could be seen leaving the ship as the dock was flooded up. On the face of it this might appear to be a vote of no confidence in ANTRIM's ability to float off the blocks, but by noon all fears were dispelled when the shipwright officer was seen to be smiling for the first time in weeks and the ship floated gently in still water and perfectly upright. The following day the ship was cold moved to Fountain Lake Jetty. A difficult trials and setting to work period followed over the Xmas dockyard holidays, culminating in a successful basin trial on the 8th January. Preparations for sea followed and having completed a successful Pre-sailex on the 15th January we sailed on Monday the 19th for a comprehensive trials period in the channel. A successful citadel test was carried out at anchor off the Isle of Wight, but a rather too ambitious trials programme had been arranged which resulted in severe contamination of the starboard boiler.

The port boiler was shut down and saved while at the same time the Gas plant was brought to immediate notice in order that ANTRIM could return to Portsmouth to carry out an internal boiler clean.

The Steam Team worked well to complete this in 7 days. This enabled the department to rectify a number of lesser defects and with these and the boiler clean completed we returned to sea in order to complete our trials in preparation for Continuous Sea Training at Portland in February. It was during this period that ANTRIM was despatched to act as 'plane guard' to HMS ARK ROYAL in the South West approaches.

Our entire time under Flag Officer Sea Training proved to be a most active period commencing with a harbour training week and the inevitable machinery space major fire exercise. Initial slow reaction by one of the ships company who discovered the fire resulted in a lower assessment by FOST Staff than had been hoped for, but a few days later a major fire in the Steam Turbine Room was averted by JMEM WALLACE whose prompt action earned for him a Queen's Commendation for Bravery. This was announced in the London Gazette on 21 June.

Machinery breakdown drills, replenishment at Sea, boarding parties and other lesser drills were all tackled with enthusiasm by the department and the culmination of all this was that ANTRIM was awarded a Good assessment overall for her whole ship participation. This concept was much enhanced by the efforts of FCMEM THOMAS who was seconded in January to the all important task of Commanders Assistant. CMEM LETTS has as a result coped most creditably with the dual role of regulator and DB CMEM. The 'Gas' Team worked long hours on L1 diesel generator repairs to which they finally completed in Portsmouth.

Initial investigation of both gear boxes by the Ship's Staff at Portland indicated that all was well but Fleet Staff initiated a more thorough examination to be carried out after returning to Portsmouth on the 14th March and during an assisted Maintenance Period. This was a long and delicate operation with some dockyard assistance and for his efforts in a successfully timely completion MEA(P) NICHOLS was awarded by the Captain the first trophy beer tankard. This merit award made monthly at the Captain's discretion, and which is now affectionately known as 'The mug of the month'. 'K' Gas Turbine alternator developed imbalance and necessitated removal to the makers but this and all other jobs were completed in time to carry out a basin trial in mid April in preparation for sea on 20th April.

A trouble free week at Portland was followed by a visit to Liverpool when only limited maintenance was possible due to lack of shore supplies, but the department was, however, able to offer assistance in terms of personnel and firefighting equipment to HMS WARSPITE in which there was a major fire on the Sunday spent in West Canada Dock Bootle. This delayed our sailing by one day, but ANTRIM arrived off ROTHEsay on time to participate in the qualifying courses for prospective submarine CO's. This was to place a heavy burden on the Gas Turbines which were used daily to give the required speeds. The Gas drive came into its own again on completion of the week at Rothesay in that ANTRIM was sent north 'With Despatch' to carry out surveillance of a USSR force which was to the north of the 64th parallel. The ship steamed well and after a few days of impatient waiting we resumed our programme which was a 'Meet the Navy' visit to Avonmouth. MEA(P) NICHOLLS, ME MCAULEY

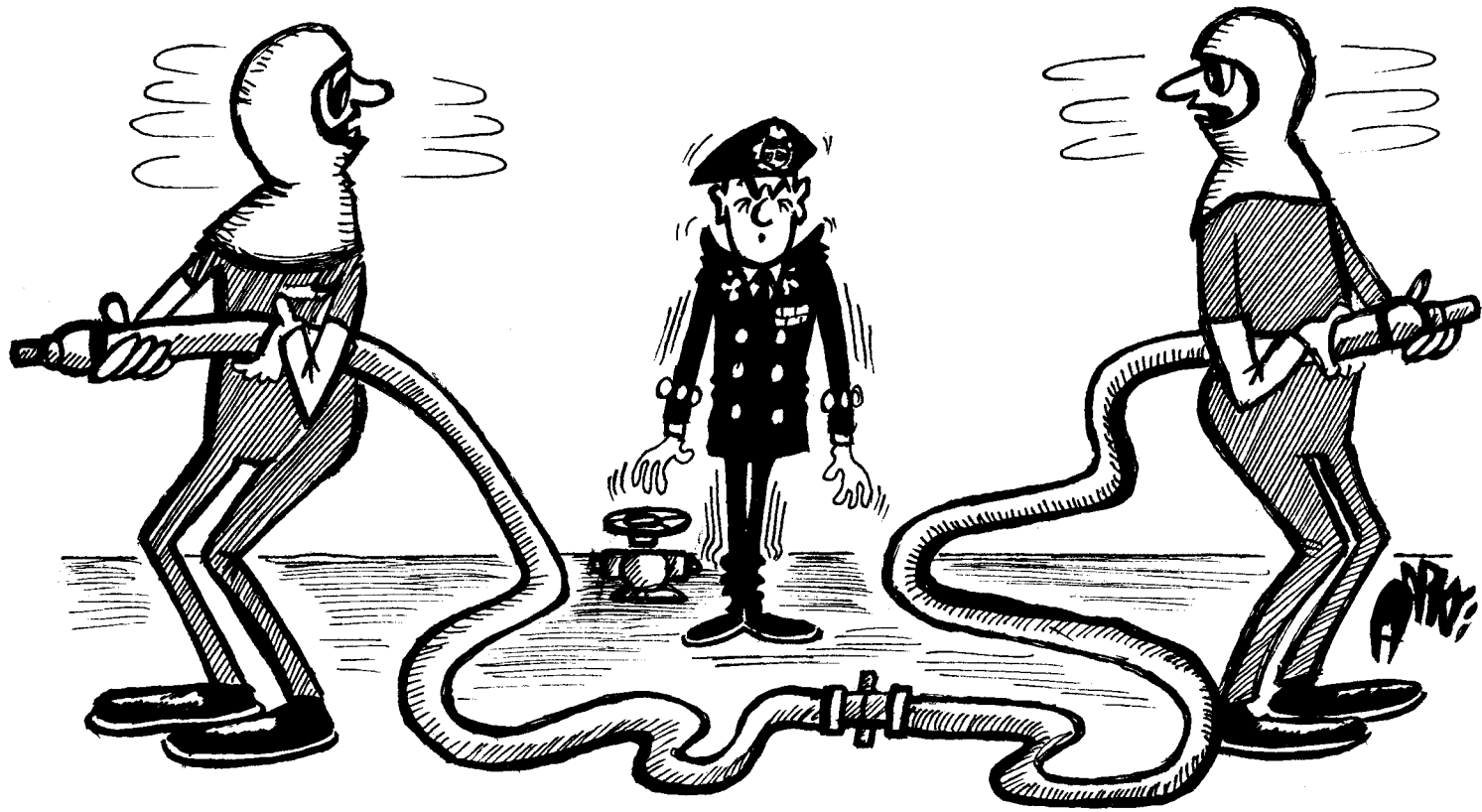
and ME STARR, made a valuable contribution to a presentation in the wardroom given to a number of careers masters.

Limited maintenance was possible during two consecutive weekends in Portsmouth although a heavy burden was placed on the department by day running in and out of Portsmouth during 'Seadays'. These seadays having been completed a major defect developed on L2 Diesel Generator in the early hours of the morning preceeding 'Families Day'. The department worked hard to present a smart and efficient machinery spaces to those who visited the ship, and it was heartening to see the interest which was shown in the department especially by young and mature families alike.

During ANTRIM's official visit to Stockholm and a more relaxed visit to Lulea in June the 'Gas' Team worked patiently to withdraw both the defective pistons, and the liner from L2 diesel generator but they were latterly defeated by damage to the engine frame.

During the period November 75 to June 76 the department has achieved a great deal in firstly getting the machinery operating reliably and then maintaining it efficiently.

This has all been done with consistant good humour which has been maintained under pressure, and at times under most arduous conditions.



"RIGHT, SWITCH ON"



"KEEN AS MUSTARD... BUT ... CAN SOME-ONE PLEASE
TELL ME WHAT'S GOING ON"

THE SHIPWRIGHT SUB DEPARTMENT

When the ship sailed for trials on completion of the docking and essential defect period on 19 January the shipwrights staff had achieved an 85% turnover in personnel since October 1975. However in the first six months, it is hoped that the chippies have made a positive impression on the ship.

Almost immediate departure to Portland for Continuous Operation Sea Training proved a hectic baptism, but happily FOST staff kept off their backs most of the time. The only exception was the long term improvement of the shipwrights workshop. Shipwright LEITPON made sterling efforts to improve the securing for sea and action arrangements, and the final result was the brightest, loudest, busiest and most cheerful workshop onboard. There is no truth in the rumour that it is to be converted into a disco in the rear future.

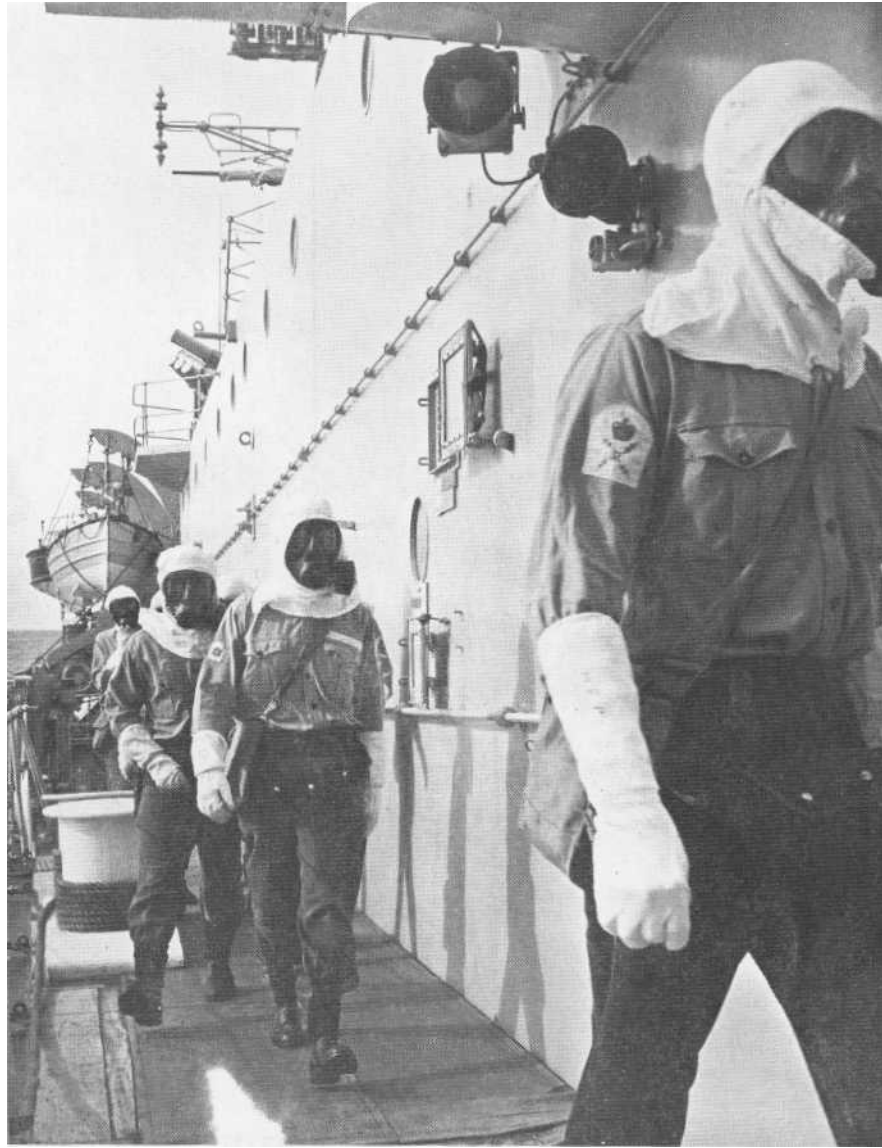
There have been several periods of intense activity none of which caused a missed heart beat more than testing the elastic limits of the Huntress in Liverpool. In spite of this incident and a few others, all the staff enjoyed Liverpool

Sport figures prominently in the social life of the staff. They are the ship's deck hockey champions and all are members of the Outside Machinery Sports and Social Club

Finally, if the quality of breakfasts appears to have deteriorated lately, it's probably due to the chefs oversleeping in 3N messdeck. With our colleagues the Double Bottom party we hope we have eliminated those highly efficient, early morning shakes mechanisms the "Grinnel Gang".



THE KING OF SWEDEN AND HIS WIFE BEING ROWED PAST
ROYAL BARGE AT STOCKHOLM



"Guess Who". Not Doctor WHO - Checking Respirators

