



HMS ANTRIM in the Western Mediterranean
February 1972
Flying the Flag of the Commander-in-Chief, Fleet



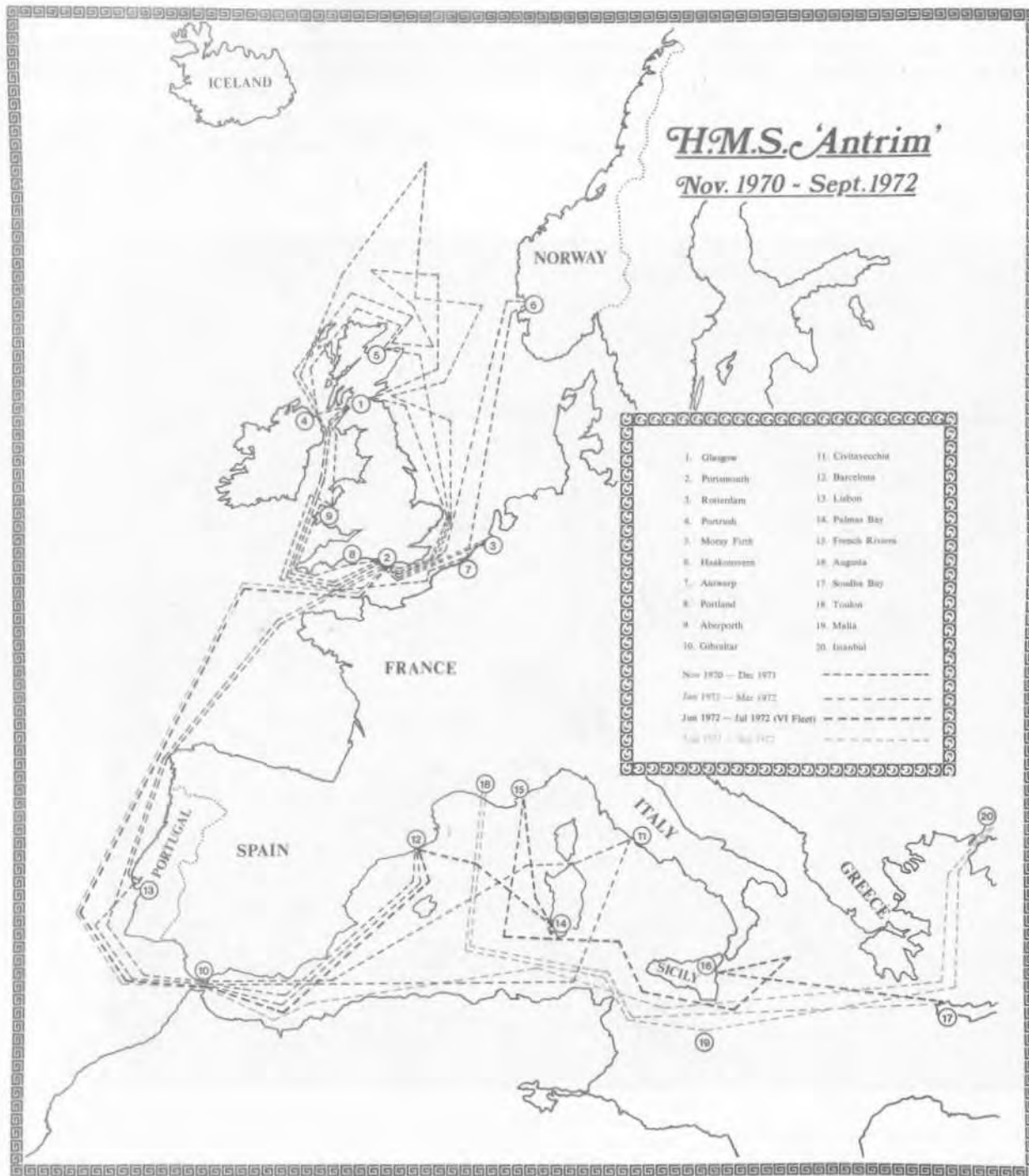
HMS ANTRIM sailing under the
Erskine Bridge over the River Clyde
during November 1970

Ship named after county

*Antrim now
joins Fleet*

**The new Antrim
sails in**

A touch of shamrock for Navy



Rotterdam Feb
Holland 1971

Haakonsvern Jul
Norway 1971

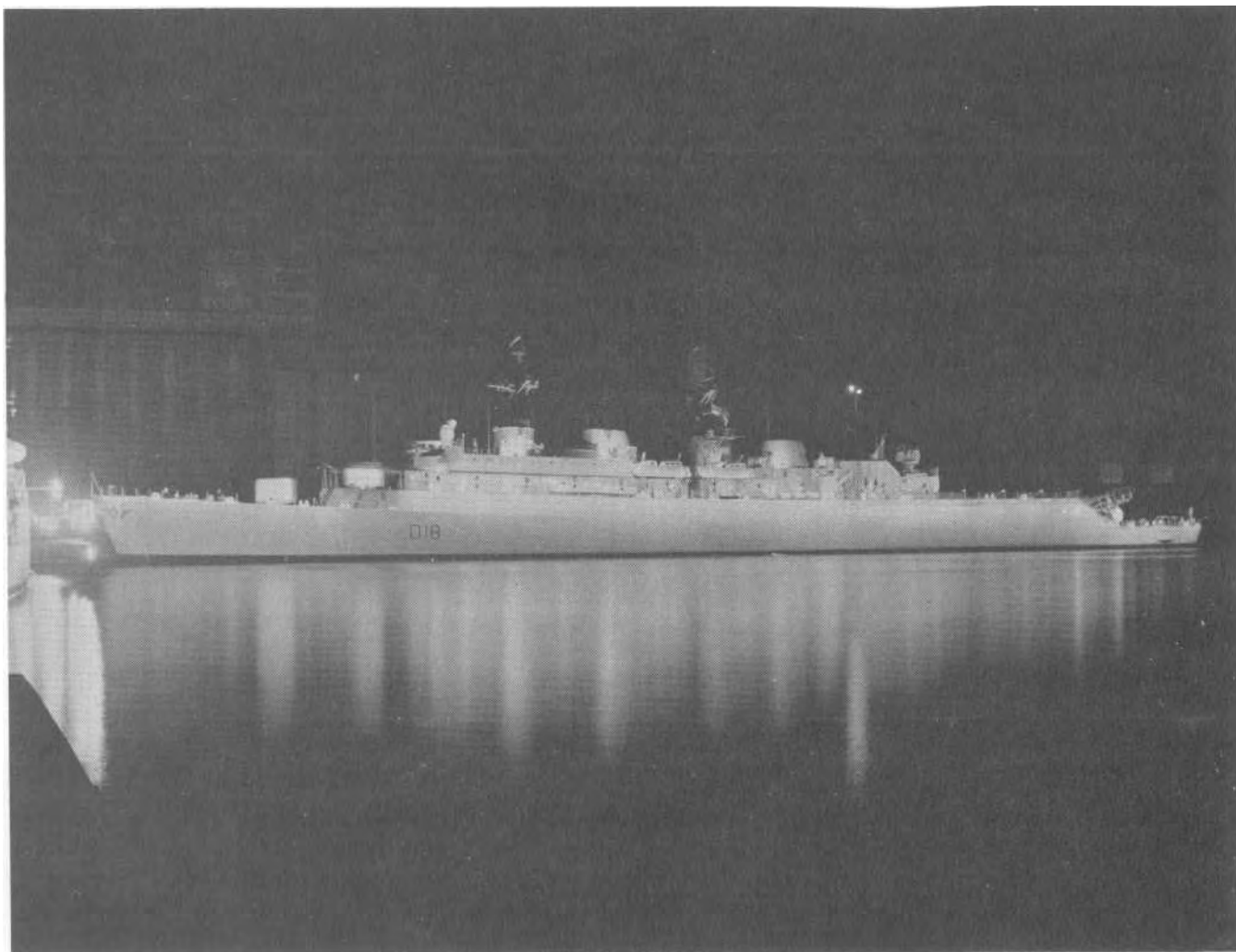
Antwerp Jul
Belgium 1971

Gibraltar Jan
1972

Civitavecchia Feb
Italy 1972

Barcelona Mar
Spain 1972

Lisbon Mar
Portugal 1972



St Raphael Jun
France 1972

Heraklion Jul
Crete 1972

Toulon Aug
France 1972

Malta Aug
1972

Istanbul Aug
Turkey , 1972



Captain D A Loram, MVO, Royal Navy

Captain Loram has been the Commanding Officer
of HMS ANTRIM since September 1971

Looking back on the last twelve months as the second captain of HMS ANTRIM, it is clear to me that despite frequent, often disrupting, changes in officers and men, the ship has continued to display the selfsame fine sense of purpose - for which she is rightly renowned. The pattern of smartness, efficiency and determination was at no time more evident and remarked upon than during our 1971 work up and the more recent and unique period of attachment to the United States VI Fleet.

We must not be complacent, nor must we relax. ANTRIM is a taut ship and - I believe as a result - a happy ship. I know you will all do your best to ensure that she stays this way for the time remaining to us.

The next deployment will be exacting and, I believe, enjoyable. I am confident that all onboard will make sure that once again the ANTRIMs give a good account of themselves.

A handwritten signature in black ink that reads "David Loram". The signature is written in a cursive style with a long, sweeping underline that extends to the left and then curves back under the name.



HMS ANTRIM's first
Commanding Officer,
Captain H W E Hollins, Royal Navy

Captain Hollins now holds the
rank of Rear Admiral and the
position of Flag Officer
Gibraltar

Glasgow - and Southwards

ANTRIM's ship's company began to come together during 1970, at the Upper Clyde Shipbuilders' yard in Govan, Glasgow - although some had been there from a much earlier date, and a few privileged ones stayed in Portsmouth the whole time!

Eventually, after a series of yes - no cliffhanging days, the ship left Glasgow on 21st November 1970, and was formally accepted into the Royal Navy at a short ceremony in Portsmouth two days later.

The time spent in preparation in Scotland now began to show benefits during the next three months of Harbour Acceptance Trials. Conducted whilst in harbour in Portsmouth, the foundations laid in Glasgow assured success. This applied not only in the accepted professional sphere, but also in all aspects of the ship's activities - and especially on the sports field.

Christmas leave came and went, and early in 1971 two interesting visits to the ship occurred - on 7th January a group of 'Old ANTRIMS' from our predecessor ship of 1921 came on board, and on the following day, 8th January, Admiral of the Fleet the Earl Mountbatten of Burma toured the last of the class of ships which were built at his instigation.



'EVEN NOAH'S ARK,
WAS LATE, MATE!



Dateline: 7th January 1971

Place: Portsmouth

A group of 'OLD ANTRIMS'
from our predecessor ship
of 1922.

Their ages range from 66 up to
84 years, and Mr Fred Gritt is
holding a photograph of this
earlier ANTRIM, which was
completed in 1905.

Mr Len Hare
(84 years)

Mr Bob Corbyn
(78 years)

Mr Fred Gritt
(66 years)

Mr Tom Townsend
(77 years)

Mr Albert Gurr
(73 years)

Mr Bill Horton
(79 years)



Admiral of the Fleet
the Earl Mountbatten of Burma
and his family visiting
HMS ANTRIM
8th January 1971

February 1971 came, and the ship went to sea again - this time to carry out Sea Acceptance Trials on various pieces of equipment, and to conduct the Trial Firings necessary for A and B gun turrets. This was a period of inactivity for many people, although for those involved in the trials, it was anything but inactive! For the engineers particularly it was a worrying and hard working time, punctuated with machinery problems and the necessity to lavish much Tender Loving Care upon the main motors.

It was a good shakedown for everyone, getting the dust of Portsmouth out of the system.

It was not all trials, however; one night the ship carried out a surveillance operation on what was thought to be an intruder submarine (regrettably, in the cold light of a windy, late - winter Channel dawn, the intruder turned out to be a small, lurching German submersible). Towards the end of the month, ANTRIM went to Rotterdam for a short visit. This was the first visit of the commission, and the ship lay at a good berth at the Parkaade in the heart of the city - it was here also that the Master Gunner, in his eagerness to salute the Dutch authorities, shot away large lumps of the Flight Deck safety nets:

Then came the return journey to Portsmouth, and the now familiar berth at Fountain Lake Jetty, and more preparations, testing and trials during March. The month ended with a short move to the other end of the Dockyard, to South Railway Jetty, and the formal ceremony of the Commissioning of the Ship. This was held on Tuesday 30th March, and, having experienced high winds and cold weather during the previous two days (not to mention the hazards of the Ship's Company Dance at Kimbell's Ballroom in Southsea the night before), deep sighs of relief were expelled when the day itself dawned as a clear, fine Spring day. The Bosun had solved the problem of erecting the Flight Deck pavilion, the aircraft full of guests from Northern Ireland arrived, the Old ANTRIMs and the Irish pipers were there - and everyone had a great day.



Caption: 'She says " Guten Morgen, mein Herren " Sir!'



'The nets should be lowered first, Sir:'