

A quick resume of the section prior to sailing for the Med in June. Meet the WE3 work team:

S/Lt RIDDEL - The father of us all, or is it overseer. His job is to make sure we do ours and to carry out the evolution known as 'carrying the can'. There is no truth in the rumour that he has the Buffer making up a 'cat o' nine tails'.

REA ALLSOP - The section troubleshooter, a bit like Thornton of Mogul, though not quite as glamorous. A man of records, the pen often being mightier than the screwdriver.

POREL CURTIS - The Crypto king, he is the one hidden behind all the hair. A WEPO watchkeeper, known for his dulcet tones. Can usually be found in the MCO frantically pushing printed circuit boards into a machine and praying to RWA.

POREL BRUCE - The ICS King and another WEPO watchkeeper, can be found in the CCR dealing kicks to various parts of the anatomy of a WBA, muttering things like "SPARKERS", 750 watts"; ARRGH.

REM CLARKE - The EW playboy, very hush hush section, he can be found racing around with his high-speed toolbag and his trusty Scots henchman, a bit like Batman and Robin.

LREM MOSGRIP - The Jack of all Trades, fully trained in most of the section jobs; bouncing back and forth like a shuttlecock.

REM GILLESPIE - The Stores REM, very much on the ball. So much on the ball I thought he was a Jack Dusty on permanent loan to WE3.

REM BELL - The Teleprinter man, found **in** the corner of the EMR awaiting his draft to Netley, his favourite saying being "the quick brown fox ", his favourite song "RY Serenade".

REM RICHARDSON - Usually found hiding in the UHF Office talking to his 692s. To reduce him to a quivering jelly, just mention "Helicopter".

REM MURRAY - Found wandering round the ship either looking for REMN Clarke or hiding from him, muttering away about how he enjoys EW work, but that is only a supposition as he mutters in Gaelic.

REM REEVES - The ICS helper, chattering away at 75 Bauds about "LUNDUN" while beating a WBA to death.

REM HOWELL - The WE3 ghost, he joined prior to leaving Pompey and was quickly lured away to join the key team in HQ1.

That's the team, we look after all your radio sets, along with a few other things, and can usually be persuaded to supply your stores requirements as well.

Our motto is:

WE HAVE DONE SO MUCH

WITH SO LITTLE FOR SO LONG

NOW WE CAN DO ANYTHING WITH NOTHING



WE3 Work Team

ANTRIM DIVING TEAM

The ship's Diving Team started operations early in January 1971 under Sub Lieutenant Gawthrop with Sub Lieutenant Harper as his 2nd Diving Officer. For the first few months all dives were restricted to ship's bottom acquaint dives and occasional tasks connected with ship's husbandry. In the first 2 weeks of their operating as a team the divers totalled 738 minutes under the water. There followed a short period of diving on the ship's bottom carrying out routine checks and maintenance on the hull.

In February 1971 the first banyan took place! Diving off St. Helen's Fort in the Eastern Solent. The water temperature was 6°C (chilly) but the divers, who were diving for the sheer enjoyment of it, all said they liked it.

Until the beginning of June 1971, the divers were busily employed practising Operation Awkward and maintaining the ship's bottom - the hull and all its fittings. During June diving took place on the ship's hull exercising searches. In the first exercise, 2 dives were carried out. One during the day, the other at dusk. The dusk dive, in the half light was to prepare the divers for a night dive, if required. Both Watches of divers, exercising on alternate days, had difficulty diving during some parts of the day due to the ship's movement whilst at anchor and the effect of the tidal stream. However, both watches, after carrying out a few mishaps, achieved search times of 21 and 27 minutes which is quite good, and certainly the best achieved by ANTRIM's divers to date.

From June until September the diving team were continuously being used to carry out maintenance on the ship's hull - replacing lost bolts, fairing plates, a wooden patch fitted over a drain grating on the exhaust outlet for the engine room and over the inlet for 'E' pump (air conditioning), and various other jobs. Then came Portland.

The various evolutions carried out at Portland - Awkward, Sea Bed searches and Distex earned a big Bravo Zulu (well done) from the CDO at Portland.

For the rest of the year and well into 1972 the team underwent a few changes in manpower but continued at the high standard the original team had achieved. The divers spent their time doing banyans, expeds, bottom searches, hull maintenance and the occasional Operation Awkward. On the 16th May, 1972, the duties of Diving Officer were handed over to Sub Lieutenant (SD) D C Williams, with a team of 4 other officers, 1 Senior Rate (MAA) and 12 Junior Rates. Most of the team was new and only just starting to operate together.

For the team there followed a period of acquaint dives with some maintenance being carried out on the ship's bottom. Before leaving Portsmouth for ANTRIM's deployment to the Mediterranean, a Diving Club was started onboard with 2 civilian diving sets bought out of Trust Funds. The club, which is open to every member of the ship's company got off to a good start once the ship reached the Med where the water is clear, warm and full of interesting things to be seen and found.

Many dives have been carried out in the Med at Gibraltar, St. Raphael, Iraklion and Toulon, including banyans and maintenance dives. It is hoped that for the future there will be many more interesting dives and that non-divers in the ship's company will be able to participate in what can be an exciting, interesting and demanding sport.

Total time spent U/W to date	- 12,616 mins or 210 hours.
Total No of dives to date	- 73
Husbandry Dives	- 41
Exped Dives	- 9
Searches	- 23

The present Diving Team:

S/Lt (SD)	D C Williams	December 1971
S/Lt (SD)	R Braund	December 1971
S/Lt	P Henke	May 1972
Lt	A George	February 1972
Lt	M Stansfeld	May 1972
MA A	P Robertson	November 1970
A B	J Phillips	November 1970
P 0	P L Watford	November 1970
A B	P G Crowley	May 1971
Ck	C A Mills	November 1970
A B	A Garfield	June 1972
L Stwd	R Horman	May 1972
R E M	C Saunders	May 1972
0 S	J Connelly	June 1972
LME M	I Cole	June 1972
M E M	D Taylor	June 1972
R 0	A Morford	June 1972

RP Division

When the first of the RPs joined the ship way back in March 1970, one may have asked what an RP was. Could he be a real person, a Racing Pigeon, a Rogue Playboy, a Raving Philanthropist or a Roving Painter, because any of these might have been applicable whilst in Glasgow, rather than a Radar Plotter.

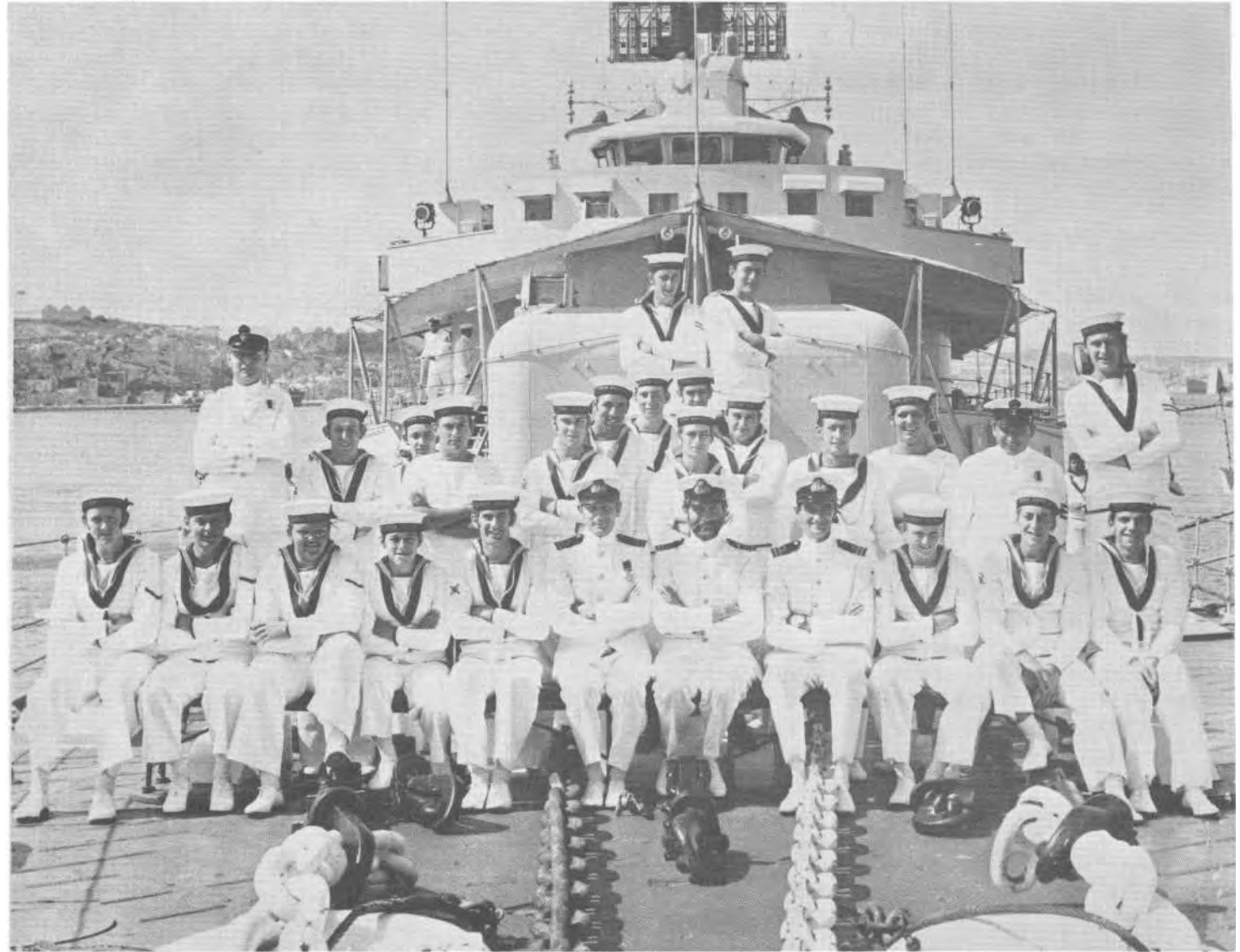
As the months went by in 1970, more RPs joined and were probably the main seaman work force in those dim and distant days in Glasgow until the end of July 1970 when the cry went up. "The Chief's here stand by for some radar work." Chief Petty Officer Tucker strode into the operations room ready to take over his domain only to be told that he could not touch the equipment. This state of affairs was only marginally improved when the ship was brought down from Glasgow to Portsmouth and frustrated RPs could be seen around the ship waving chinagraph pencils and muttering dark threats.

May 1971 arrived and the RPs led by the Direction Officer, Lt Cdr Moore, trooped up to HMS DRYAD for Command Team Training and then we never looked back. Although there were more trials (and tribulations) the ship started to show her paces with some minor exercises until the time arrived to go up through the hoop to Portland. This was a successful time for the Ops Room Team and it was not long before the RPs were proving their worth in a big 10 day exercise and JMC. By the time they went on Christmas leave they really felt they were part of a first class team.

What was in store for 1972? A visit abroad and some fun in the sun. The Mediterranean deployment proved to be a quiet period for the Ops Room and the ship arrived back in Portsmouth to a complete changeover of Direction Officers. The Bosun, Lt Sweet was the first to go, being relieved by Lt Edwards and he was closely followed by Lt Chaney who arrived to relieve Lt Mackay as D2, but he was reluctant to leave and decided to stay and lend a welcome hand as a fighter controller during the VI Fleet time. Last to go was 'D' himself who vacated the chair for Lt Cdr Massie, the present incumbent.

In June 1972, we joined the American VI Fleet ready for we knew not what. This proved to be a hectic time for the RP world, working one in two with frequent programme reorientations. It was also an exceedingly valuable time for us as a DLG since there were invariably aircraft available to train the Ops Room Team, giving them invaluable experience. This culminated in a large American exercise with more than 30 ships and about 200 aircraft taking part. The RPs again proved their worth and ANTRIM emerged from the exercise with flying colours and not a few voice operators with American accents

At the time of writing we are starting the slow change over of the RPs and have already said goodbye to the first to leave. By the time we deploy again in January it is expected that about half the team will have changed. Since we started in those distant days in Glasgow, the RPs have plotted their way through nearly half a mile of chinagraph pencils and no one knows how many perspex widders and now have their sights firmly fixed on the inter refit work up.



“Mid-Atlantic Smoothies”

FANTAIL FANNIES

The Fantail Fannies, better known in more conservative circles as the Quarterdeck Division, started life in the dim distant past at Portsmouth Barracks. A mixed and motley crew assembled some 2½ years ago to work together in HMS VERNON (The TAS Academy) and despite a quiet and uneventful start our presence was soon felt once we arrived onboard.

With a large part of the ship and the smallest men - in size as well as numbers - we set about our task, having to contend with the Flight one day, and WE7s missiles the next for supremacy.

We shouldered our way through Portland with mixed feelings but learnt much from our mistakes. In JMC and HIGHWOOD we were never really in the hunt leaving the glory to the Gunnery world.

Our first Med trip was a success for the Division, not only in our ability to hold our own with the FX, their twin capstan and bollards galore, but also in our specialisation at COQCEX where we showed the frigates what ASW is all about.

Every division has its characters - ours was no exception. One who will be nameless passed a complete A/B's test in a foreign language - with no teeth; and of course, the exquisitely dressed young gentlemen who followed in the footsteps of the BOSS.

Despite the hard work and long hours, a good time has been had by all and at least we have the satisfaction of knowing that one way or another we - 'The Fantail Fannies' have left our mark in ANTRIM.

To all who read this article - a word of warning when preparing a pot mess. Don't use a bottle of whiskey in place of water - it doesn't work. We should know, we did it, with disastrous results.

Good luck to the F X, anytime you want help don't be shy to ask.

ACCTV

Have you ever stopped to consider how the programmes that you watch on ACCTV are produced?

Do you realise that the RN Film Corporation provides the films for showing on TV just as it provides normal recreational films?

Do you appreciate that to produce a 10 minute live programme from the Studio can take several times to rehearse and perfect?

Are you aware that you are watching a 625 line picture?

Do you know that nearly all the production of programmes and maintenance of equipment is done by volunteers in their spare time?

Have you ever had any bright ideas for live TV programmes?

If you have anything to offer to ACCTV, be it ideas or labour, don't hesitate to come along to the studio and volunteer.

THE CLOSE RANGE WEAPON SECTION

The Close Range Weapon Section (WE4) started life in 1967 based on a wooden hut in the shipbuilder's yard when the ship was most unlike a warship as there were no visible signs of a weapon at all. This initial failing was rectified in 1968. When the Section's first Senior Rating, OEAL M G Berry arrived in April my predecessor Lt A J Goulstone had a maintainer to look after the turrets which had arrived 6 weeks before. Later in that year our present turret electrical expert POOEL Feardon arrived to become the Weapons Electrical Office Writer, a position from which he was finally rescued in November 1971.

Slowly and surely through 1969 other members of the section arrived: CPO D Merritt as the Section Chief, CEAL J E Brown as MRS3 maintainer assisted by CEAL J Gray, CEAL W C Hannaford for GWS22, R MECH R Tarpey for 904 radar and REAL Concannon for 903. CPOs Gray and Concannon have since left the ship. The following year saw the departure of CPO Merritt and the arrival of the present Section Chief CCEA G C Kemp accompanied by POs D Anderson, D Manners and Stronach. PO Anderson has now been relieved by PO R Chapman and REA Concannon by POREL Powell. PO Stronach is at present enjoying an English Summer having broken his ankle after a particularly good run ashore in Gibraltar last February, giving CPO D Brazier a rest from his FMG work and a Mediterranean cruise.

1971 also saw the arrival of the multitude of contractor's personnel to put the Setting to Work programme into operation. This led to many teething problems due to the longer time than planned of their stay onboard it appeared that they were the Ship's company.

Just after they left in September 1971 at the start of ANTRIM's Work Up 2 Rushton targets were shot down. The aim of a System Assessment Firing Type 'A' is to produce black puffs of smoke close to the target as known as Target Triggered Bursts (TTBs). If the target is shot down by the first few rounds then there are insufficient TTBs to satisfy the requirements but there is a boost to morale. The turrets and their control system proved their worth on June 6th at Portland and all systems gave the American 6th

Fleet a demonstration in July. We now look forward to the firings with the first Principal War Officer Course in September and work up in November.

WE 6 SECTION

The do anything, anywhere, anytime (because we have to) section of the Weapon Electrical Department, or, as was once said, the section with a large slice of the work cake but little of the icing.

Having the greatest number of responsibilities we are consequently the largest section of the Department employing on average 30 men.

The equipments we are responsible for are to be found throughout the ship, from stabilizers and steering gear to air-conditioning and flight deck and helicopter servicing units. The section also generates and distributes all power supplies upon which much of the ship's fighting efficiency and habitability depend. Also we look after the Department's commitments to Damage Control aspects as well as the ceremonial responsibilities of floodlighting and Beating Retreat.

All in ANTRIM will know our speciality in foreign ports is floodlighting and many hours have been spent in this illuminating pastime.

From the group photograph; which we eventually got round to sitting for; it can be seen that the section has 'characters' in plenty, some of them 'old hands' from Govan days and some newer faces.

One thing they all have in common, however is the will to try their best. In the past we have tried to serve our ship to the best of our ability and we feel sure that our successors will do equally well.

WE 5 SECTION

Split into 4 parts, the Section Headquarters is in M2 Breaker Room. It is here that at "Turn To" every morning the Section congregates.

Lieutenant Cook, rushes in, clutching desperately at a pile of folders, envelopes and DCIs. He is amazed that once again he has made it before the assembled throng have disappeared, Job Cards and Maintenance Routines in hand, to the far corners of the Section's parish. The first lesson, "Daily Orders - relevant items", is duly read and pinned to the Notice Board. Other preliminaries and formalities follow, the day's workload is decided and the workforce one by one depart.

Chief (1 Mess Bar is my most important task) Yates and AB Crowley go to either the Torpedo Body Room for Diving Gear or Torpedo maintenance, the Quarterdeck for SONAR 182 Winch and Davit maintenance or the Hull Outfits 18 or 21. In recent months it has been observed that it has been possible to devote more of their energy to Quarterdeck work despite several problems in the Hull Outfits, a very commendable effort by the Chief and his striker to force themselves on to the Upper Deck in the heat of the Mediterranean sun in order to keep the ship's SONAR machinery on top line.

LCEM Webb, the Section Shop Steward, disappears to the Telephone Exchange, disputing another Section demarcation problem. CEM 1 Pouton follows having made his daily pledge to "change branches", or "more pay according to DCI ..." or "I wish I were back in Newcastle" speech. CEM 1 Devlin is close behind, muttering bitter complaints under his breath that once again he has been given the most difficult task of the day. The dreaded Telephone Defect Book is opened, to reveal a mass of new communication's failures - all designated "top priority". LCEM Hall Disappears to continue installing cigarette lighters on the Bridge. "Never had these on Verulam", he groans.

Chief Neate, the 'wheel' casts a disapproving glance towards the corner by the door. CEM 2 Eldridge bursts into action, grabs his toolkit and shoots off the the SCR to begin the SONAR 'daily's' .

PO Elvin, in charge of the Navigational Aids sub section, stirs. His eyes still half closed he abuses the Seaman Branch once again for calling him to the Bridge at 0200, then sets out to tackle the trickiest problem he can find. CEM 1 Swann has by now almost finished the day's SINS prediction. He reflects briefly on last night's boxing training when into the Gyro Room comes JCEM Mills having collected the previous day's Sea Data Sheet (and another ear pounding) from the Officer of the Watch.

Chief Neate and Lieutenant Cook are left. Job Cards are checked. "Plenty of work still to do", says Lieutenant Cook, "but at this rate Chief we should be right up to date by the end of the week". "Yes Sir", the Chief replies, "if only we didn't have to provide 2 Stores Party, one Communal, one Guard and a Landrover Driver, we could be".

January and the New Year at Portland saw 3 new faces in the Ship's Flight with Lt Paul, LAM Husband and AB Heather relieving Lt Castle, PO Goble and LS Mizon respectively. Before re-embarking on 17th January, we rescued 3 of the crew of a Sea King which had ditched off Portland.

On reaching Gibraltar on 20th January the helicopter was disembarked to RAF North Front for continuation Flying, as the ship was to be alongside for a few weeks. Later that month we were back at North Front again. This time a small working party was landed by lighter. Despite the Main Rotor Head change and an engine change later in the month we still managed to fly the required number of hours.

After sailing from Gibraltar for Barcelona on 6th March we had an interesting day of cross-deck operating with the USS BELKNAP, during which we landed 406 on their deck and their Kaman Sea Sprite came to visit ours. The knowledge gained on that day stood us in good stead later in the year for our period with the 6th Fleet.

March 22nd saw us back at Portland again on the ship's return to UK. After the leave period, we were fully occupied with CASEX flying, and preparing the helicopter for the MARTSU inspection, which we passed with flying colours. The Flight Observer, Lt Cdr Rowley left us for Yeovilton, and 3 new Flight members joined - Chiefs Chapman and Pennefather, and PO Anstey. It was not until 8th June, however, that our new Observer, Lt Welton, could join us.

Back to the Mediterranean again, and at Gibraltar Lt Cdr Neville-Rolfe was relieved as Flight Commander by Lt Cdr Norman. We wish him the best of luck in his new job as CO of 737 Squadron at Portland. Sailing from Gibraltar on 14th June, the ship took passage to Barcelona to join the 6th Fleet.

Most of the initial flying with the 6th Fleet was confined to mail runs and cross deck operations with various American ships, including SEATTLE, STANDLEY and COLUMBUS. Contrary to popular conjecture we did manage to find room to land on the 'BIG JOHN KENNEDY's deck!

After sailing from St. Raphael, a snag was found which necessitated the helicopter being disembarked to RAF Luqa to change the Main Rotor Gearbox. This was accomplished in double quick time with the aid of the RAF, in time for us to participate in National Week XIII. The aircraft gave sterling service, and we were able to fully demonstrate its abilities to admiring American eyes.

During the ship's visit to Toulon, 406 was disembarked again - this time there were no component changes, but an opportunity for interesting continuation flying with the French Navy from their helicopter base at St. Mandrier. This was accomplished quite satisfactorily, and we re-embarked on 16th August.



WE5 'WE WILL COMMUNICATE' SECTION



Back Row (Left to Right):

POEL Whalley; POAF Anstey; LREM Davies; AB Heather;
EM 1 Baber; NAM1 Fountain; EA 1 Pennefather; POREL Thirlwel

Front Row (Left to Right):

CAMN Chapman; Lt Welton; Lt Cdr Norman; Lt Cdr Bowman;
Lt Paul; REA 1 Berry