

L Reg D Fish

RPO K Hawkins

Cdr B Othwaite

MAA P Robertson

THANK YOU! HMS ANTRIM

We, the members of the Royal Irish Rangers, would like to thank all rates, high and low, for the honour which was bestowed upon us by being invited to become part of the crew of such a first class ship. Thanks mainly to the members of 3E and 3D Messes, we occasionally discovered the errors of our ways, we only hope that your Royal Navy way of life has not penetrated into our blood so much that we won't be able to carry out our normal tasks of soldiering when we return to Northern Ireland. Words of command such as 'Port Wheel' and 'Starboard Turn' would not be appreciated by the Regimental Sergeant Major!

This visit has really meant a lot to us and we only wish that we could stay on board for the rest of the commission, but we will have had to leave ANTRIM in Malta. We have enjoyed ourselves immensely, and have made many friends. We hope that we will meet you again, and so with our 'Rabbits' in our pockets for concealment from HM Customs, we say:

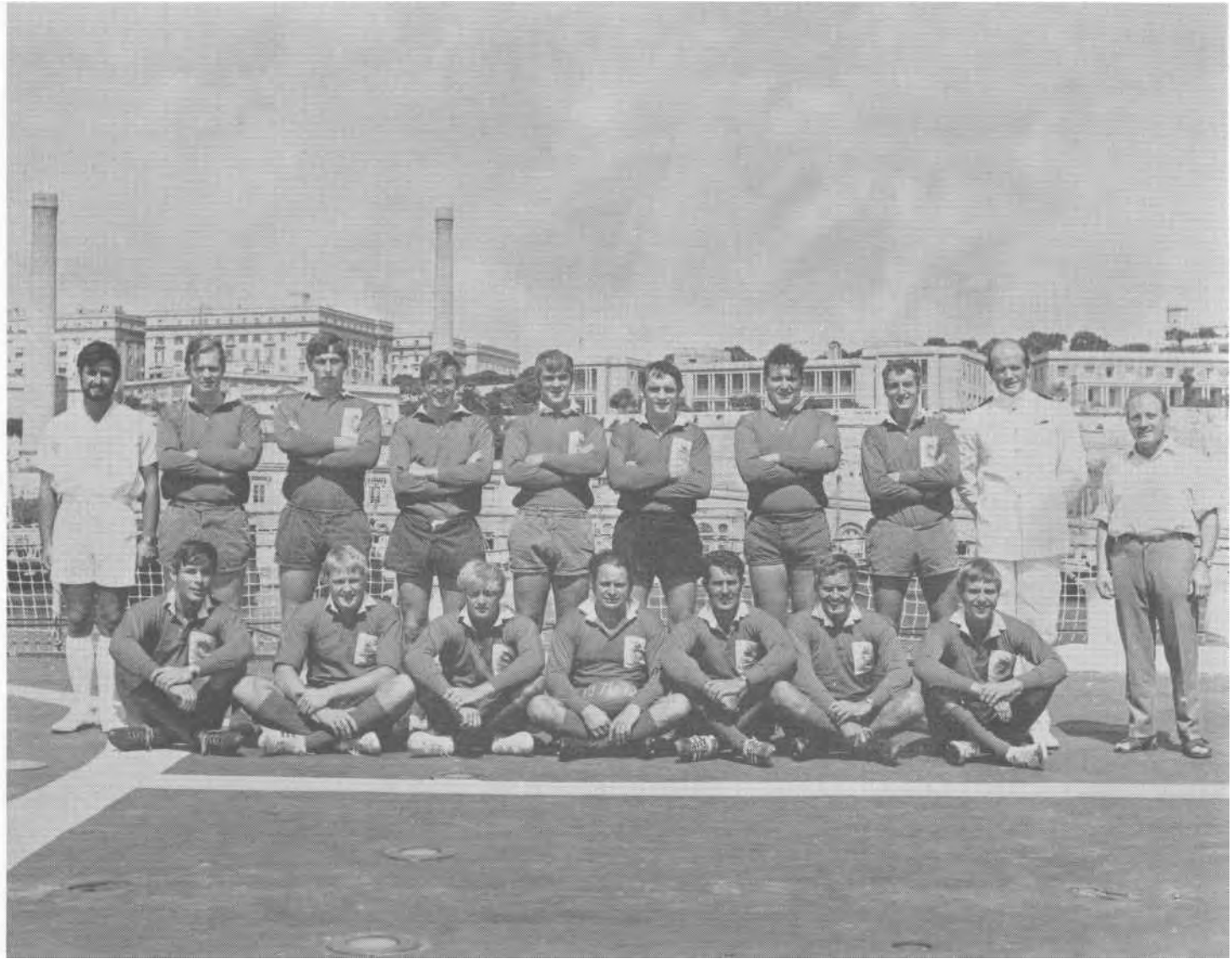
"Farewell, and Thank You, HMS ANTRIM"



ANTRIM'S IRISH RANGERS

S P O R T S N E W S

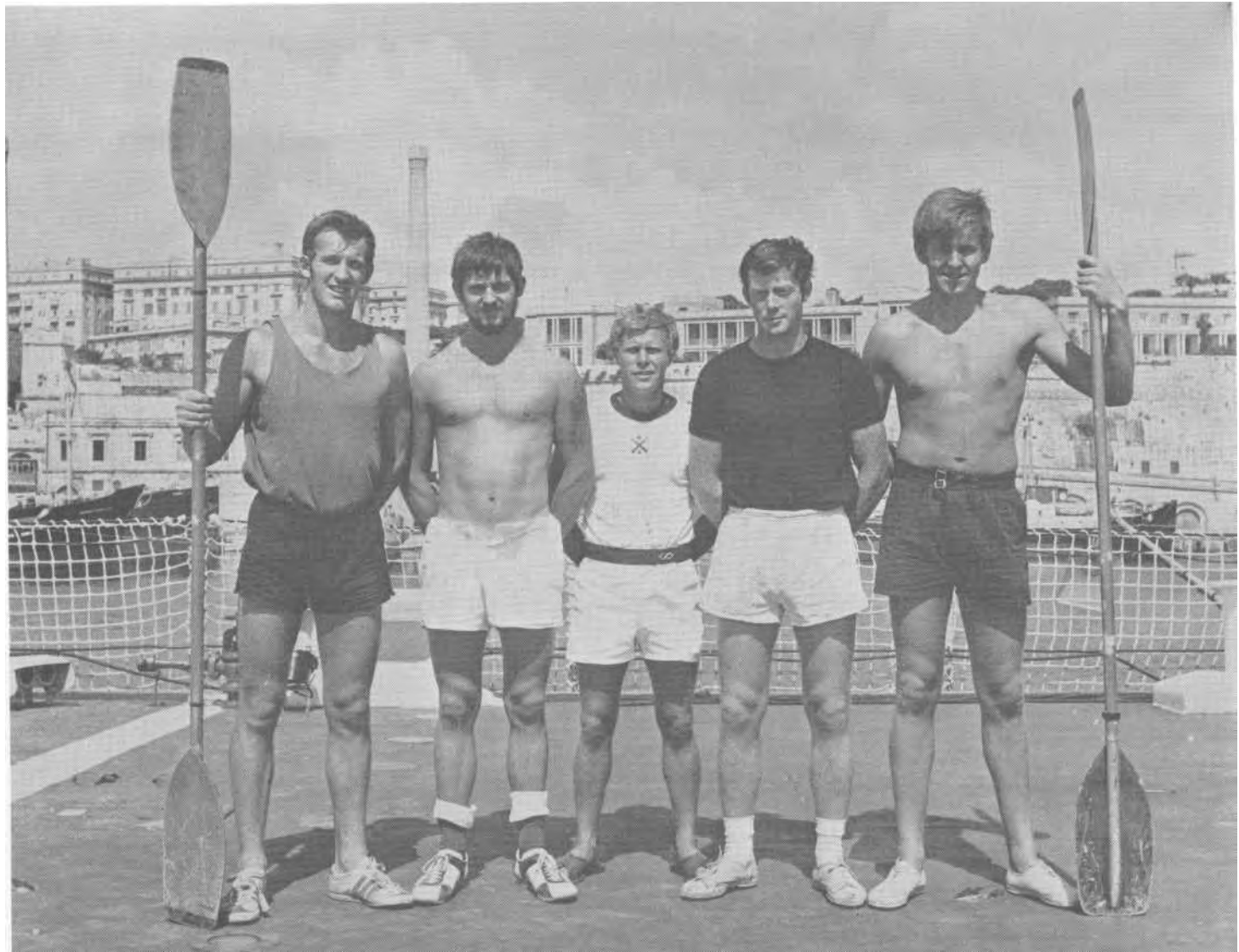
	<u>Played</u>	<u>Won</u>	<u>Lost</u>	<u>Drawn</u>	<u>For</u>	<u>Against</u>
Rugby	22	13	8	1	440	297
Soccer	9	4	4	1	40	20
Squash	4	1	3	0	5	11
Volleyball	1	0	1	0	1	4
Waterpolo	6	2	5	0	17	27
Hockey	11	6	5	0	38	25
Basketball	28	19	8	1	1140	880
Sailing	2	1	1	0		



1ST RUGBY XV



1ST HOCKEY XI



CANOEING TEAM



1ST FOOTBALL TEAM



BASKETBALL TEAM

NAVAL STORES SAGA

1. On 9th April 1969, Chief arrived at UGS at Govan, followed at intervals by the rest until the Department was complete in 1970. Storing ship eventually began on 5th May 1970 - and the Riggers went out on strike. When the time came for us to hoist the first Chacon on the focs'le there were none of the UCS staff to sling it; we did it ourselves, but were seen by a shop steward and immediately a strike was called. After much bowing and scraping (Chief's Department) they decided, as no money was involved, to call it off. During the 2 weeks prior to acceptance only 2 of the staff were allowed onboard at the same time: this was resolved by the Tanky, AB Street, obtaining a Union Card.
2. All the hard work of preparation was rewarded by the Commodore on Inspection Day stating that the storerooms were the best he had seen on a ship. The Chief was awarded a Herbet Lott award - and we are still waiting for our pints.
3. Early 1971 found us storing all the things DGS had not given us enough of, or had forgotten; this was followed by trials, when we continually broke down; as a result the newly married LSA Massey had plenty of shore time. The rest enjoyed the admirable facilities provided by the Mecca Ballroom.
4. Work-up, Westaxe JMC and HIGHWOOD we leave the historians, as we were too numb to feel it.
5. Christmas brought a well earned break - and massive storing prior to deployment to the not so sunny Mediterranean. An SMP at Gibraltar brought the usual headaches; on then to Civita Vecchia and Rome, and a frustrating time chasing a replacement Rotor head of the helicopter - which never turned up. After Rome we operated with the USS BELKNAP - the Chief was transferred by Jackstay, and returned with a baseball hat and less hair. Visits to Barcelona and Lisbon where no stores arrived provided a break for the hard-pressed staff, who were at this time preparing for the ship's first audit on return to UK.
6. Many weeks DED at Portsmouth plus the audit provided plenty of problems; during this period we lost Commander Sutherland, but we are happy to say the 'new boy' is fitting in to the organisation!
7. June saw us on our last trip together back to the Mediterranean and 2 months with the VIth Fleet - we enjoyed excellent service in all departments, especially logistics. A visit to St. Raphael, France, for a 'rest' involved trips to Nice airport in a large French Hired Truck with half the staff, whilst the rest waited onboard.
8. Further visits to Heraklion, Malta and Istanbul saw the usual crises or urgent naval stores arriving in the nick of time; fortunately no-one succumbed completely to the attractions of sun, wine and beaches.
9. September will see us for the last time in Gibraltar, for the final 'run', and in October the new team takes over, winding up the last of the Old Guard.



Naval Compendium

SEASLUG GUIDANCE SECTION (WE8)

The beginning of the month of August 1972 marked the end of a period of intense activity in the 901 TS - a period in which the 'once a year boys' became the 'once a fortnight boys' and ANTRIM fired 4 Seaslug missiles with great success. We'd like to do it every fortnight but you, the taxpayer, won't foot the bill!

The stalwart team, pictured below, who helped to achieve these successes is now undergoing a complete transformation, with junior rates' job changes and a steady turnover of senior rates. CREA Riley has relinquished his post as Section Chief and is spending his well deserved RDP in the TV Studio, where he hopes nobody will be able to find him (Dial 236). It is difficult to assess which has benefitted more from his services, 901M or ACCTV.

A/CCEA Cole has taken over the section and has been making desperate efforts to become an accepted ANTRIMITE including an attempt to turn himself green in the Giant's Causeway; but he only managed to get his foot in the paint pot! His gastronomic feats ashore have a growing reputation.

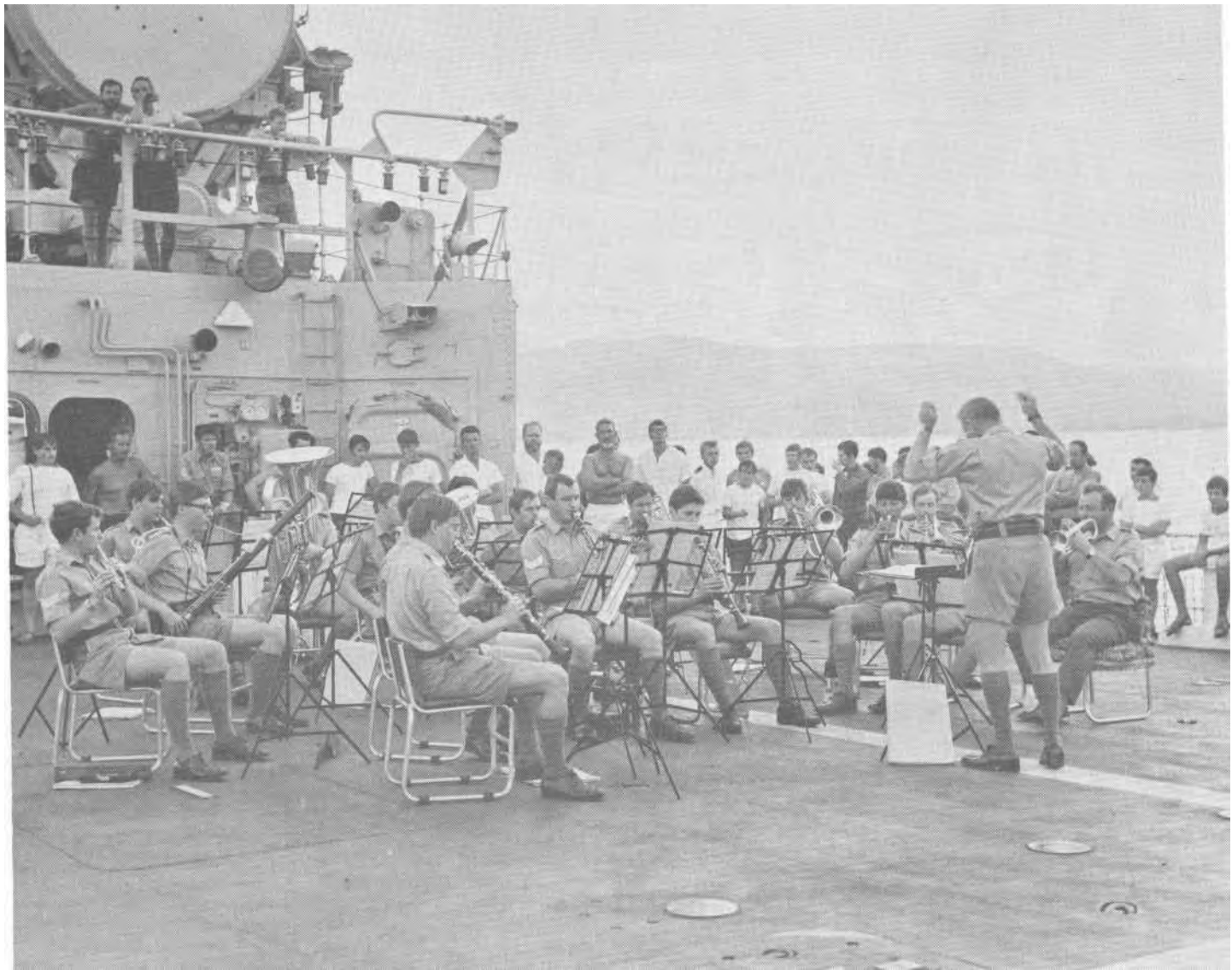
Two more faces soon to leave us are our 2 R Mechs, REMN1 Mackintosh and REMN1 Wilkinson: one to wear a civvie suit, the other to (he hopes) a nice quiet shore job. (Could it be in Glasgow?) Their reliefs will have a high standard to maintain.

A/POREL Brazier, too, is moving on to better things in the form of the POREL's Qualifying Course at HMS COLLINGWOOD. He has become Recording 'King' in the TS, looking after the Telemetry and Data Recorders throughout the latest firings with apparent ease. Although, come to think of it, his hair does have a tinge of grey in it nowadays.

A/LOEM Morris, REMN1 Mansley and REMN1 Simpson have all been job changed after giving sterling service to the 901 TS. The best of luck to them and to their new sections.

The remainder, CEM1 Lane, REM1. Emery and REM2 Webb, will see the work-up through. AB Lay, our WE Seaman, deserves a mention for the grand job he has been doing on the Director.

Meanwhile life goes on much as before despite changes in personnel. Although there may not be missiles to fire, there are all sorts of other exciting activities such as MDPs, MDXs, OSTs, H-6 Countdowns and, our old favourite, Balloon Runs, a most unsuitable topic on which to end.





FREELY TRANSLATED... "HOW ARE YOU SAILOR?"... "I'M ALL RIGHT JACK"

HMS ANTRIM MEDICAL DEPARTMENT

(Sub titled: Come back Tomorrow if it's no better)

Staff Past and Present:

Surgeon Lieutenant J W Beach November 1970 to
March 1972

Surgeon Lieutenant J D Needs Ship's present Medical
Officer

CPOMA D G Giller May 1970 to March 1972

POMA A L Walmsley Joined March 1972

LMA J D Clinton Joined June 1970

No ship's company is complete without those guardian angels of mercy, the medical staff. And so, in November 1970, a bottle of Codienes was ceremoniously broken over the doors, a quick Hippocratic oath was muttered, and ANTRIM sick bay was in business.

The mammoth task of ensuring that all the ship's company were fully up to date with their vaccinations, inoculations, X-rays, and medicals was finally completed in February 1971 when 200 sailors bared their chests for the mass miniature X-ray unit in Portsmouth Barracks and were all found to have at least 2 lungs and one heart in fairly good working order. No one evaded this great purge. Some came readily, other had, by various means, to be persuaded. But, when the great day finally came and we sailed from Portsmouth for the first time, every man on board was content in the knowledge that, while patrolling the hostile waters of the English Channel, he was immune to practically every tropical disease known to mankind.

Another aspect of the sterling work carried out by the ship's medics is the daily sick call. The complaints dealt with over the last few months have been many and varied but all were treated with the compassion and tenderness that the sailors had come to expect from 'The Doc'. A great step forward has been made in the field of medical science during this daily parade of the ship's walking wounded, the discovery of a new disease. This condition is known as ANTRIMITIS or the Air Conditioning

snuffles and was brought about by the alarming aptitude shown by our ventilation system for passing round the ship one particular germ, the common cold bug. At times this rare and terrible affliction reached epidemic proportions and so far has only proved sensitive to 24 hour stand offs or a couple of days sick on shore. This line of treatment seems to have a rather mysterious side effect which strikes at the head of Department of the person concerned. It can only be described as a state of chronic anguish symptomised by frequent mutterings of the phrase "When will he be fit for work again?" So far no cure has been found for this condition.

In October one of the highlights of the commission occurred, the work up at Portland, and a great change came over the medical staff. One certain member of this group was actually seen wearing a steel helmet, boots and gaiters, carrying a pack on his back, marching through Portland dockyard muttering something about "Non Combatants" and a disease known as 'Festering GIs'. The medical officer had a wonderful stroke of luck during the first week of this torment, he broke his arm. This prevented him from taking part in the more strenuous events of the work up though it did not deter him spiritually from the cause. In fact he attended every wash up explaining away all mistakes by saying "Of course this would not have happened had I been there". A few of the more observant ratings on board remarked that every time the chefs took part in a first aid exercise there seemed to be a surplus of fresh meat for dinner and when, after the final day's exercise, one of the 'casualties' had not returned to his mess and fillet steaks were on the menu, many a hardy matelot turned slightly green around the gills. We finally left Portland content in the knowledge that if .war broke out and we lost we could always blame it on the Doctor's broken arm.

Exercise HIGHWOOD (Please excuse the foul language) followed Portland and faded thankfully into the past. During this memorable phase in the ship's travels a new record was set up by our sick bay staff, that being for the greatest number of sea sickness tablets dispensed by any naval ship at any time. We are still awaiting confirmation of this from the Guinness Book of Records.

After Highwood came Christmas leave followed by our first trip to the sunny shores of the Med. During this trip CPO Giller left the ship and his place was taken by PO Walmsley who is now set up as acting local dental officer, a service greatly appreciated by all on board ????? The last couple of weeks of our stay in the Med. nearly proved fatal for LMA Clinton as his wife was due to present him with their first child 11 days before the ship returned to Portsmouth. However, the happy event did not occur until the day after we arrived home much to the consternation of the 'Sparkers' in the MCO who he badgered night and day about making sure that all efforts were being made to receive his telegram should it be sent, and the joy of the NAAFI Manager whose profits on the sale of cigarettes had practically doubled.

During our time in Portsmouth another staff change took place. Lieutenant Beach left us for HMS TAMAR and the top spot was taken over by Lieutenant Needs fresh from the bright lights and glamour of RNH Stonehouse. Since joining he has taken a great interest in most departments on board the ship and rumour has it that one day he may well get round to visiting the sick bay.

At the time of writing we are once again out in the Med. armed with bottles of Calamine lotion and swatting up in the treatment for mosquito bites and acute home sickness. The past 20 months have proved to be varied and interesting (especially leave periods) and we live in hope that the next 20 will provide us with a happy and healthy ship's company. Especially a healthy one as that will mean even more make and mends for our sea going Florence Nightingales.