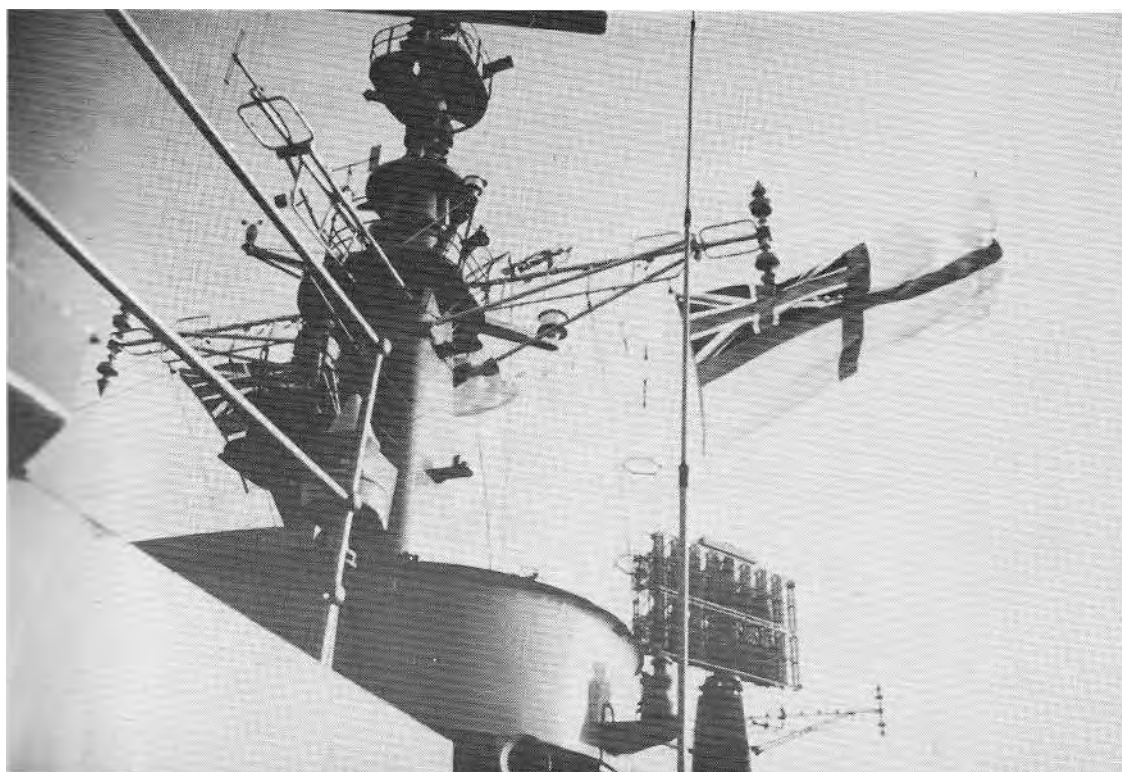




406 landing on having recovered the survivors from the Wessex 5's that crashed on Fortuna Glacier 22nd April 1982.

Lieutenant K.P. White RN.



Battle Ensign flying, ANTRIM steams towards ARA SANTA FE 25th April 1982.

Lieutenant KY. White RN.



The first proper sight of South Georgia as ANTRIM closes to conduct a bombardment
25th April 1982.

Lieutenant K.P. White RN.



H.M.S. PLYMOUTH joins H.M.S. ANTRIM in a bombardment of Grytviken, South Georgia,
25th April 1982

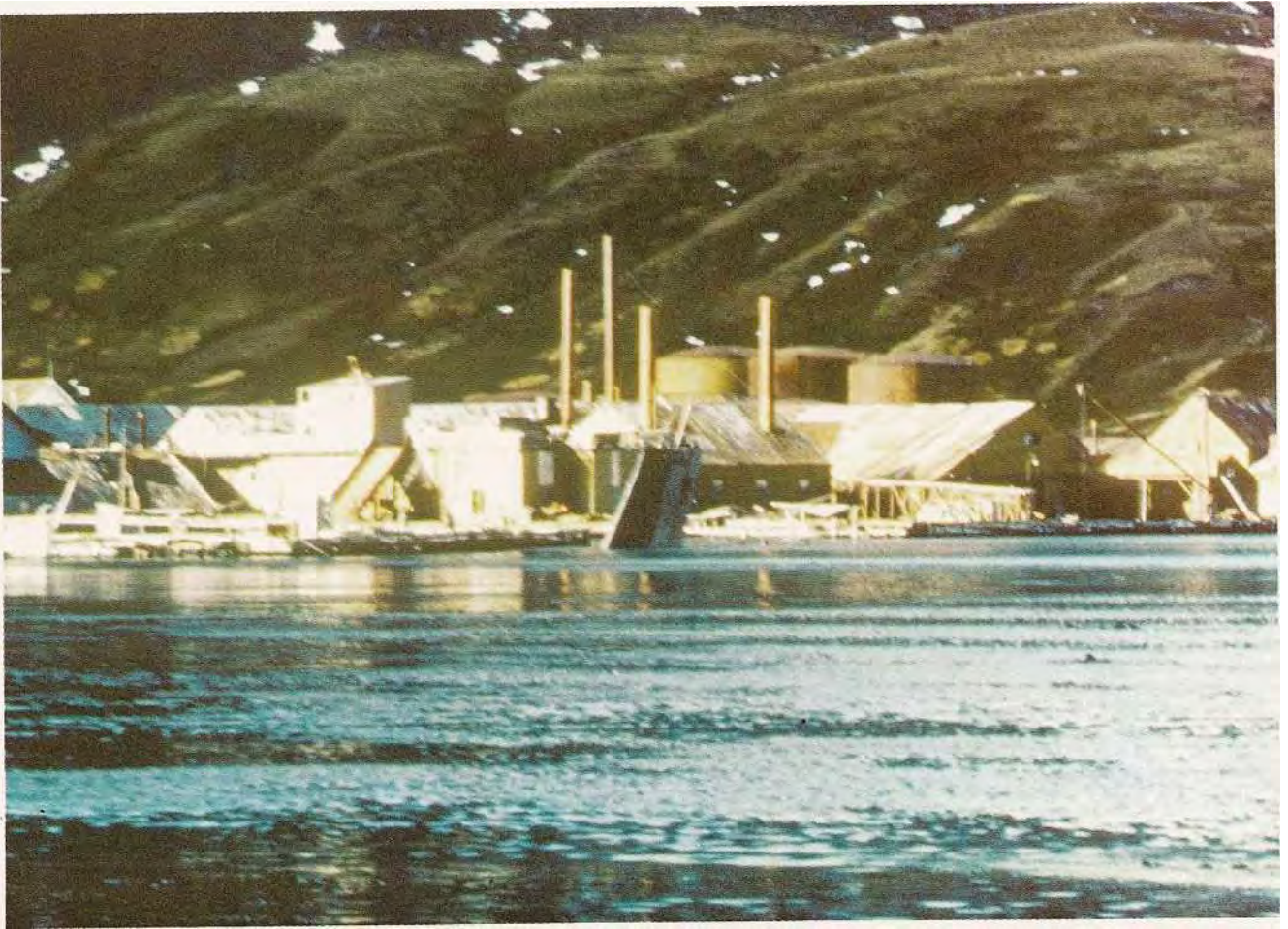
Lieutenant K.P. White RN.



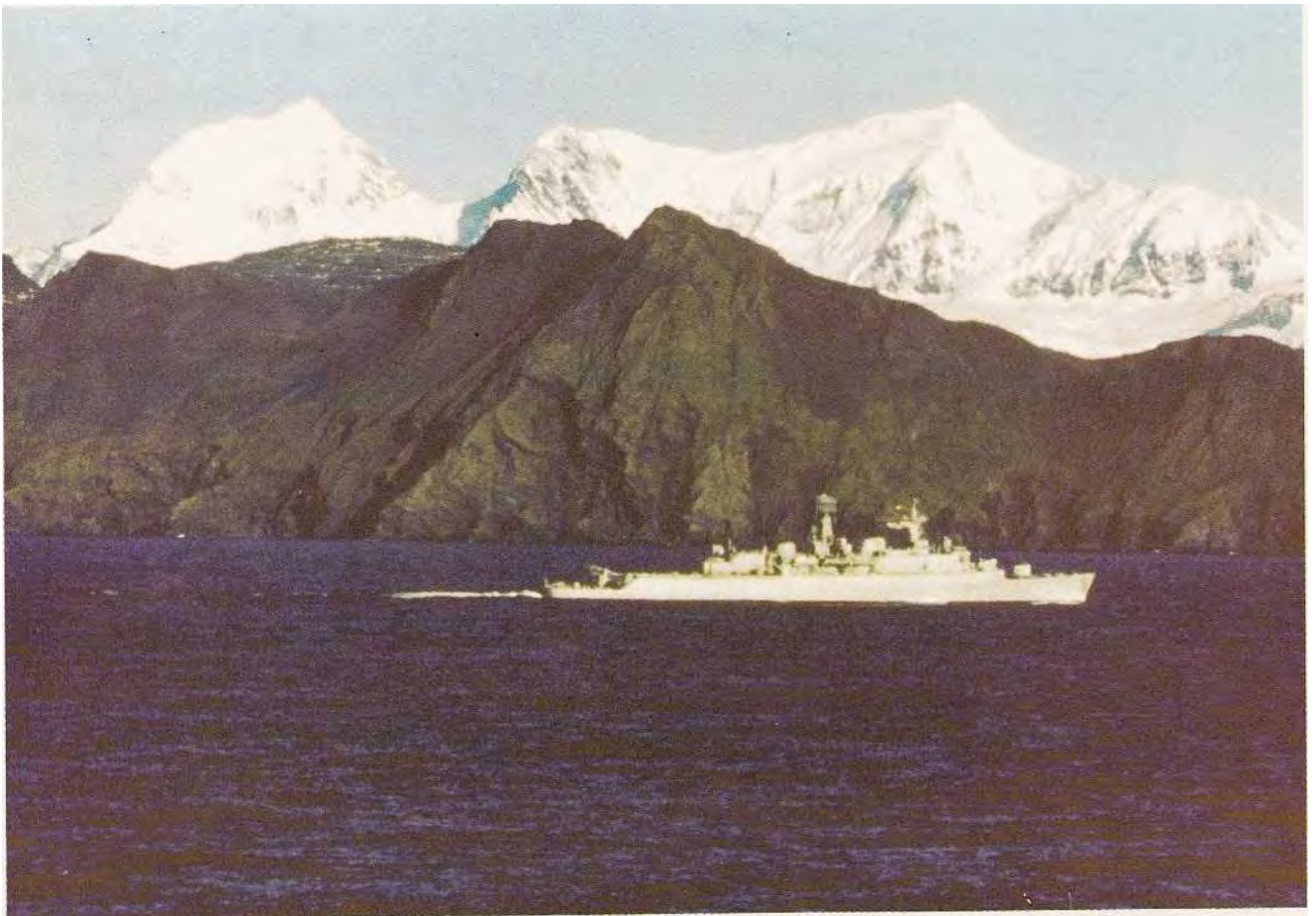
Manoeuvres during Exercise SPRINGTRAIN 1982 with H.M.S. ANTRIM leading



Troops embarking in H.M.S. BRILLIANT's Lynx on ANTRIM's deck prior to landing at Grytviken.



SANTA FE with the old whaling station in the background.



ANTRIM off the South Georgia coast with Mount Paget (left) 9,650 ft and Mount Sugartop (right) 7,700 in the background.

ANTRIM entered Cumberland Bay with Battle Ensigns flying, the Argentinian forces ran up a white flag alongside their national flag and declared their surrender by radio. The Argentinian flag was hauled down and replaced by the Union Flag and White Ensign at 1720z on 25th April 1982.

During the evening of 25th April, PLYMOUTH and ENDURANCE were engaged in the retaking of Leith employing elements of the SAS, SBS and RM's. After some initial resistance by the Argentinian Marines ashore, the surrender was officially accepted at 0900z on 26th April with no casualties. TIDESPRING entered Grytviken Harbour during the morning of 26th April and commenced the disembarkation of the main force of 'M' coy 42 Cdo who were to garrison South Georgia.

After the capitulation of the Argentinian Forces at Leith and Stromness and the embarkation of 200 prisoners of war in TIDESPRING, ANTRIM headed north again accompanying TIDESPRING on her return journey to Ascension for the repatriation of the prisoners. As a result of the successful South Georgia operation Captain B.G. YOUNG, RN (CTG 317.9) and Lieutenant-Commander I. STANLEY, RN were awarded the D.S.O. and LT. Chris PARRY, S/LT. Stewart COOPER and POACMN David FITZGERALD were mentioned in despatches.

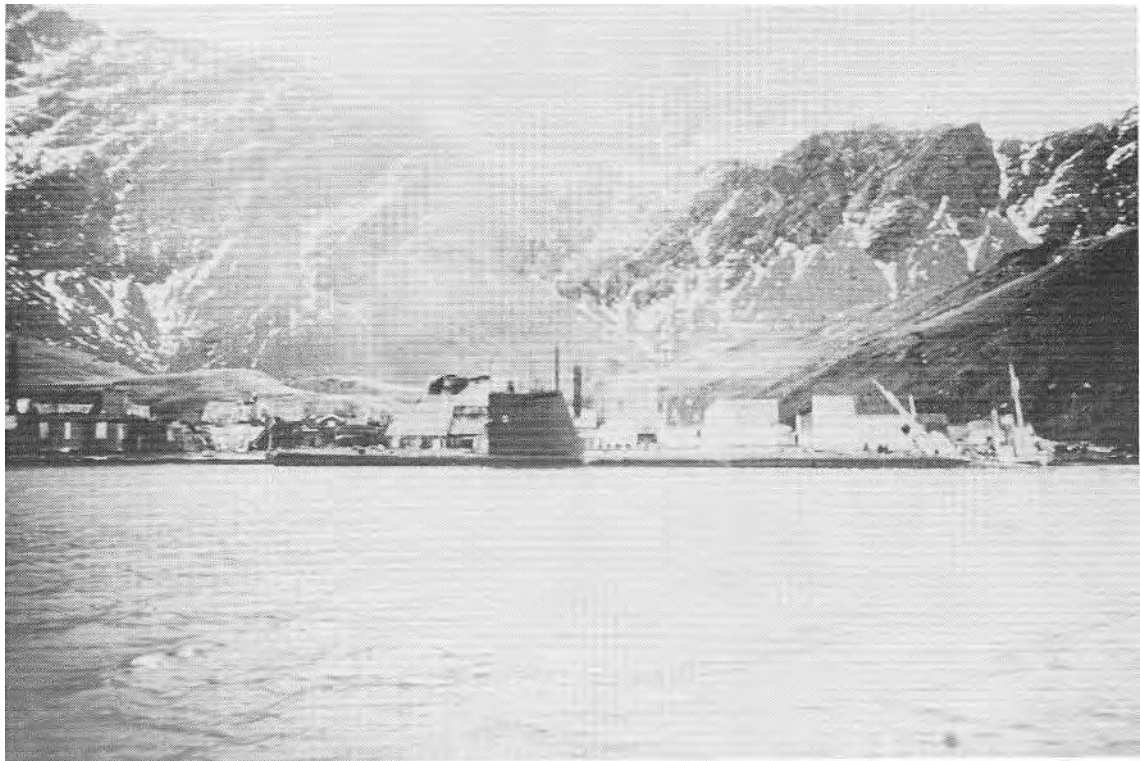
During the passage back to Ascension the opportunity was taken to enjoy the sunshine and a little relaxation. It was about this time the "*Daily Scum*", an "underground" newspaper, appeared on board ANTRIM. Produced by the operations room usually during the quiet periods, the "*Scum*" was a collection of rumours and humour peculiar to life at sea. It was a valuable means of light relief and social comment. With 6th May came instructions for ANTRIM to hand over TIDESPRING to the protection of H.M.S. ANTELOPE and to escort the Landing Ship Logistics Group down to the Falklands holding area. The passage south to rendezvous with the rest of the amphibious group was necessarily slow as the LSL's were well laden and eventually the two groups joined on 15th May. Throughout this period considerable helo transfers took place as the embarked forces organised themselves in preparation for the landings. By 20th May all was ready for the landings on the Falklands.

ANTRIM's role was to land special forces by helicopter on the night of 20th May and proceed into Falkland Sound to provide Naval Gunfire Support as directed by the special forces. All went well with the SBS landings despite the dark moonless night and ANTRIM slipped into Falkland Sound under the noses of the Argentinians and poured extremely effective gunfire onto Fanning Head to the north of the landing area, neutralising the target. Over 260 rounds were fired with great accuracy that night in what was considered to be an extremely successful bombardment. Daylight on 21st May dawned bright and clear and three hours after the sun had risen the first Argentinian air attack started. Not ideally placed in the middle of the sound, ANTRIM came under repeated attack throughout the day; sometimes by as many as six aircraft at any one time. One 1,000lb bomb struck the ship aft and entered between decks finally coming to rest, surrounded by shattered porcelain, in the after heads. It had failed to explode. Throughout the rest of the strafing attacks, ANTRIM manoeuvred violently to bring guns and missiles to bear on the enemy, and it was over ten hours later and after darkness had fallen that the bomb was removed and gently lowered into deep water. With the hull punctured by cannon shells and some weapon systems damaged, including the helicopter which was riddled by shrapnel, ANTRIM sailed out of San Carlos water at midnight to rejoin the carrier group to the east. A horrific day was complete but the task had been achieved, British troops were back on the Falklands and the amphibious ships had been protected.



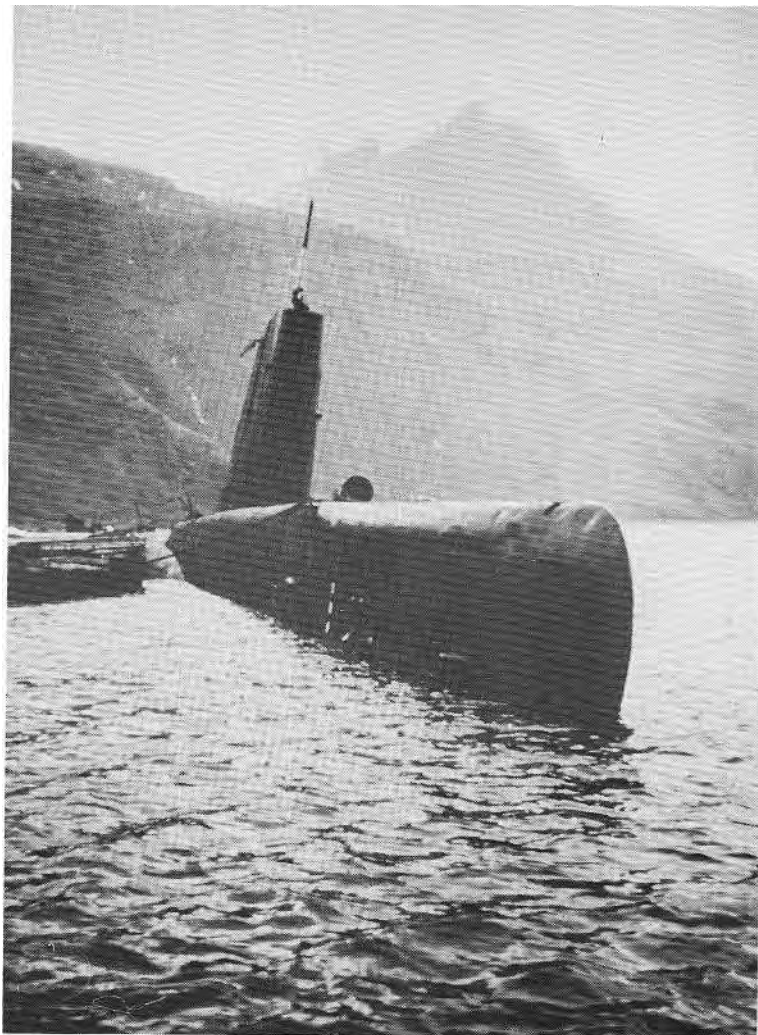
The Union Flag flying once more over South Georgia, 25th April 1982.

Lieutenant K.P. White RN.



ARA SANTA FE listing heavily to port after it had been moved from the British Antarctic Survey Jetty to the old whaling station, Grytviken.

Lieutenant K.P. White RN



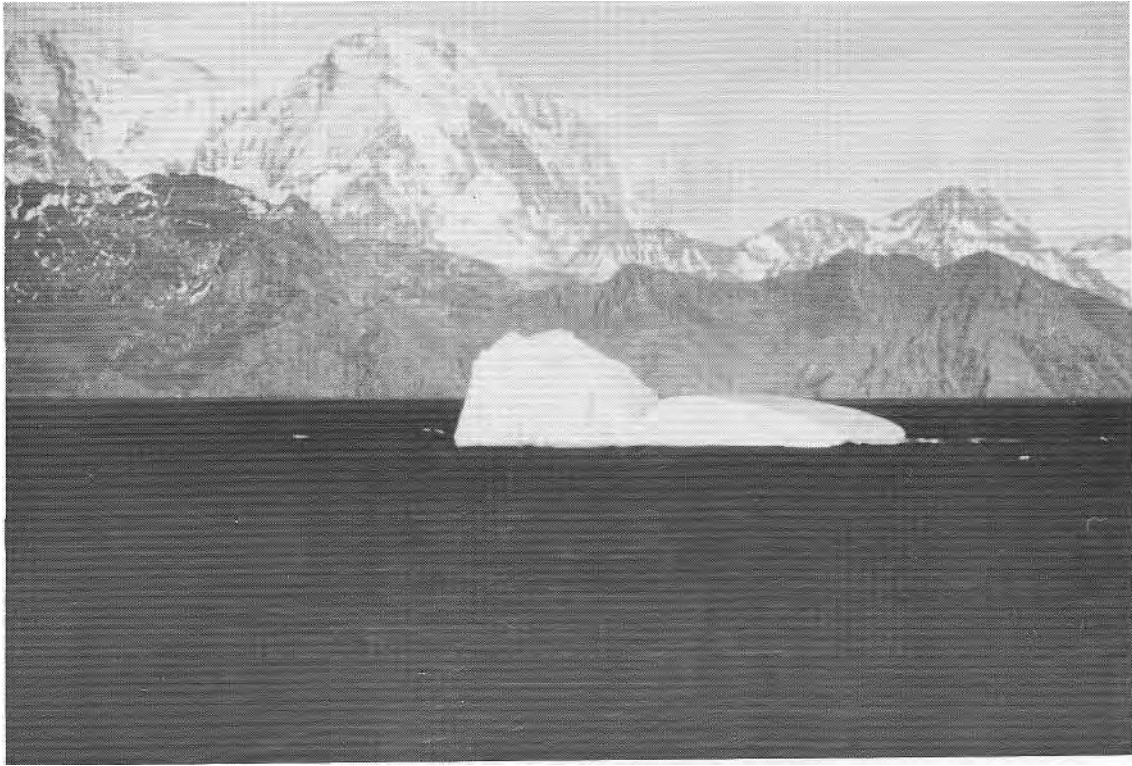
SANTA FE in close-up.

Lieutenant K.P. White RN.



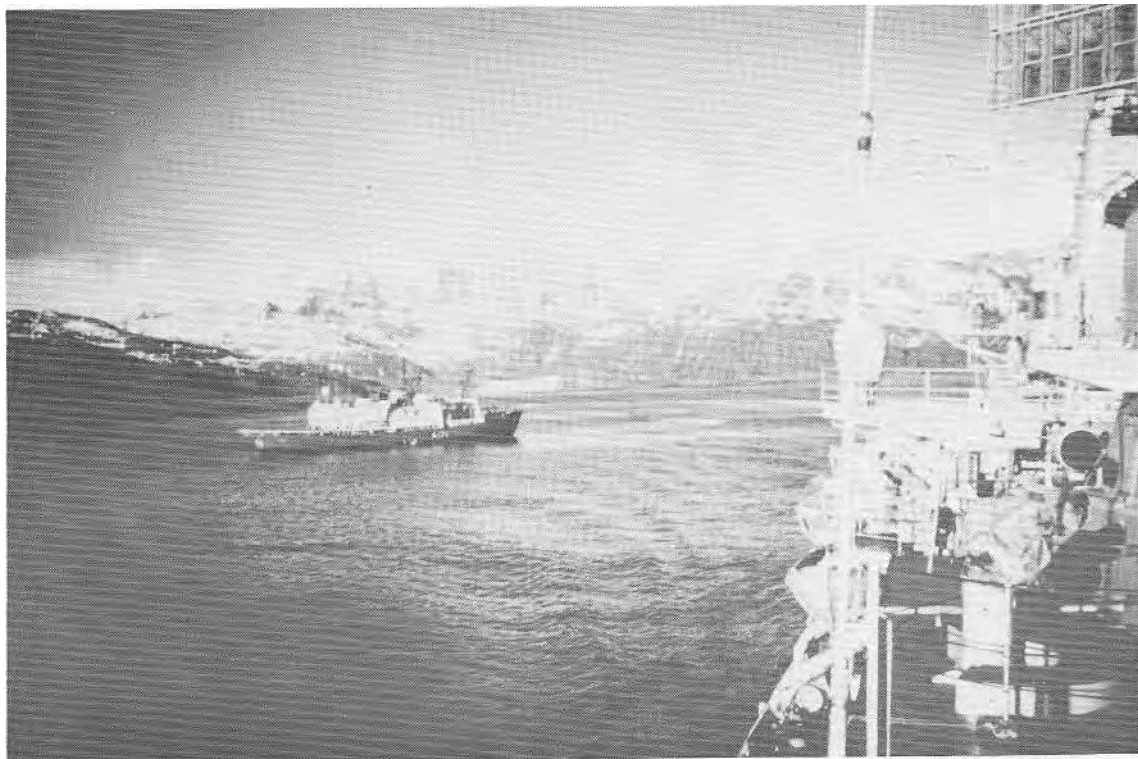
Piles of Argentinian ammunition with Shackleton House in the background.

Lieutenant K.P. White RN.



An iceberg off Cumberland Sound.

Lieutenant K.P. White RN.



Farewell to South Georgia and H.M.S. ENDURANCE for the first time 2nd May 1982.

Lieutenant K.P. White RN.



Crossdecking in company with H.M.S. HERMES and H.M.S. FEARLESS prior to the landings

Lieutenant K.P. White RN.



H.M.S. HERMES with a Sea Harrier about to be launched.

Lieutenant K.P. White RN.