

ANTRIM remained with the Carrier Battle Group for the next week having carried out repairs with the assistance of the Fleet Maintenance Group embarked in STENA SEA-SPREAD. Considerable hard work by all concerned had enabled ANTRIM to return to almost full capability and resume her duties as part of the carriers' protective screen. On 26th May ANTRIM detached at high speed to rendezvous with QUEEN ELIZABETH II which was carrying the Commander Land Forces Falkland Islands, Major General Sir Jeremy MOORE, RM and the Fifth Infantry Brigade. The task was to collect Commander Land Forces Falkland Islands and the staff and transport them to join CTG 317.0, the Amphibious Group Commander in H.M.S. FEARLESS, prior to his landing ashore.

The meeting with QE2 to the north of South Georgia was an impressive sight as she loomed out of the ever-present sea mist. The contrast of her gleaming paintwork and ANTRIM's battle-worn grey added to the poignancy of the scene. After their arrival by Sea King helicopter, CLFFI and his staff were quickly made at home in ANTRIM, the Admiral's cabin again filling the role of military ops room.

Having successfully delivered her charge, ANTRIM was then dispatched to the east again - back to South Georgia where the bombing of a British tanker by an Argentinian Hercules had made the need for some air protection around South Georgia most obvious.

Throughout June ANTRIM kept up a constant watch over the anchorages at South Georgia. The news of the fall of Goose Green and Darwin, the advance on Stanley and eventual capitulation were all greeted with rapture. The needs of South Georgia were met by helicopter delivery services and a continual plot was kept of the ever-present iceberg menace to assist the incoming supply ships.

A new form of entertainment evolved on board with the daily 0745 time-check. 'Celebrity Time-check' became the great morning humour spot. A wealth of impressionists stepped forward to give their version of, amongst others, Dame Edna Everage and Sir Winston Churchill. It became the lively way to start the day.

Eventually, as the delights of South Georgia were beginning to pale and the magnificent mountains and snowscapes lost some of their attraction, ANTRIM was instructed to return to the Falklands and prepare for the long journey home. On 29th June 406 flew into Port Howard and collected the Captain's Godson, Mr Miles GRIFFITH. He had gone to the Falkland Islands to work for a year on a sheep farm and had been due to return home as the Argentinians invaded. He gratefully accepted passage home to U.K. As ANTRIM sailed through Falklands Sound, the scene of so much drama on 21st May, the shrill pipe of a Bosun's Call marked a tribute to H.M.S. ARDENT as the Padre, Rev. Richard SIGRIST, said a few words of prayer for those lost when she sank that fateful day.

The passage north to Ascension was marked by a number of entertainments and competitions on board. A Mastermind Quiz was run by the Flight Observer, LT Chris PARRY, and the judging of the beard growing competition took place, the winner being MEA(P)1 Mick DONOVAN with a splendid, luxurious growth. The 'worst attempt' prize was claimed by POCK SMITH. The best Chinese beard was produced by Mr. SUEN LING KAN, the only remaining Chinese laundryman on board and 'No. 1'. The following day a Wierdy Beardy Competition was held to find the most outrageous shape and style. MEMN1 Tim MILES walked away with the prize with a remarkable creation of cross-cuts and white paint!

These events boosted the Guide Dog Fund to over £1,500.

On Sunday 4th July, after a memorial service for those killed in the Falklands, a relay race was held around the upper deck. The attempt was to establish a record for the 100 x 1 mile relay at sea. The record had been set ashore at 10 hours 2 minutes. ANTRIM at sea managed 10 hours 47 minutes which, when it is understood that a mile is seven circuits of a pitching deck in 30 knots of wind, is good going.

As the sky cleared on the northward passage out came the chipping hammers and paint brushes as the ship's company set about restoring ANTRIM to her former glory. The evening of 6th July, the day before her arrival at Ascension, was dedicated to a Folk Night and Barbeque.



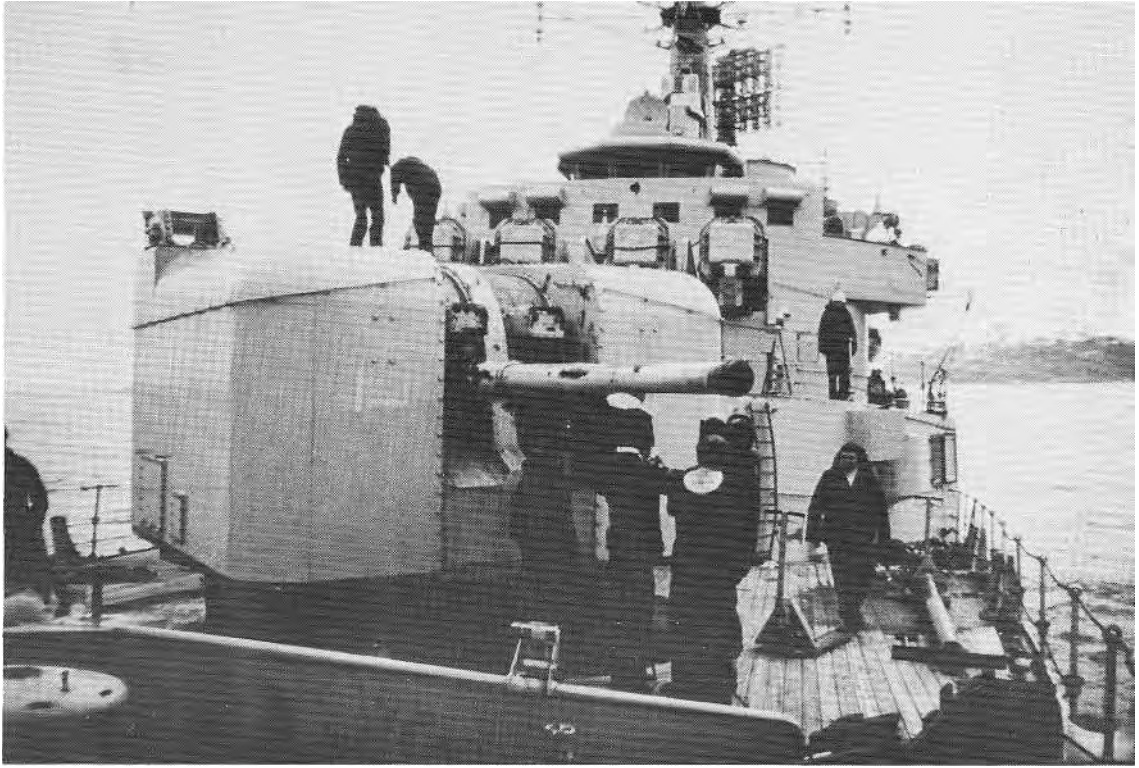
'Humphrey' returning to Fortuna Glacier in June 1982 to recover stores from the crashed Wessex 5's that had been abandoned in April.

*Lieutenant K.P. White RN*



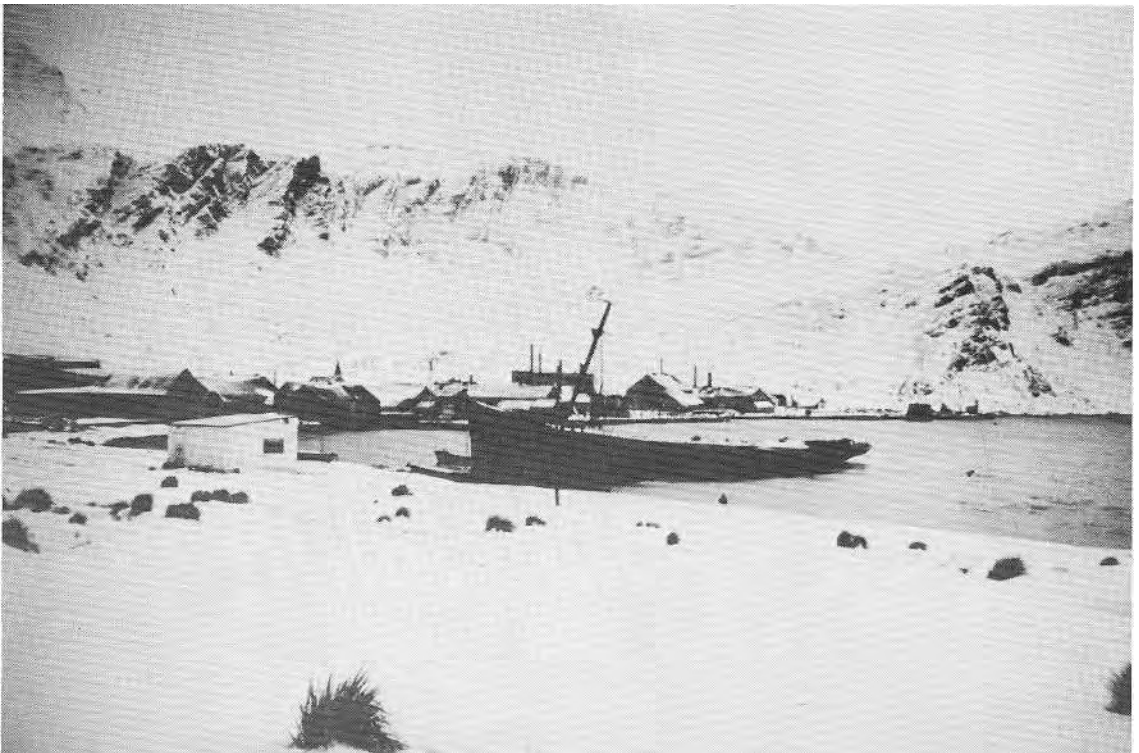
Cumberland Sound beginning to freeze over in June 1982

*Lieutenant K.P. White RN.*



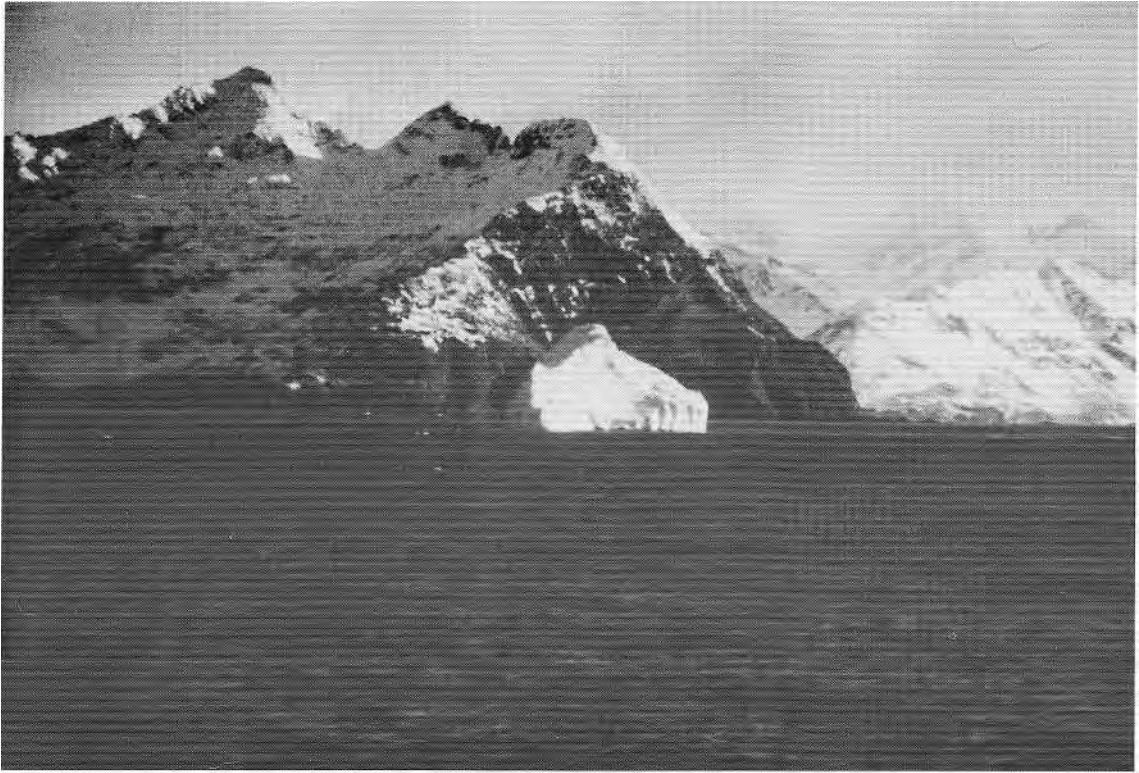
The 4.5 inch gun barrel change taking place with the ship underway in Cumberland Sound.

*Lieutenant K.P. White RN.*



The wintry scene ashore in Grytviken, South Georgia, June 1982

*Lieutenant K.P. White RN.*



A large iceberg aground off Cumberland Sound, June 1982.

*Lieutenant K.P. White RN.*



Grytviken Church, June 1982

*Sub Lieutenant R. Hurley RN.*



Sir Ernest SHACKLETON's grave at Grytviken cemetery, June, 1982. *Sub Lieutenant R. Hurley RN.*



Fanning Head, East Falkland, falling astern as H.M.S. ANTRIM heads homeward,  
29th June 1982

*Lieutenant K.P. White RA'*

The rest of the passage northwards went smoothly and on the afternoon of 16th July 1982 C in C Fleet, Admiral Sir John Fieldhouse, flew out to ANTRIM for the passage up the English Channel. That evening ANTRIM anchored at Spithead to prepare for the return home to Portsmouth. The morning of 17th July dawned clear and fine and at 1000 ANTRIM entered Portsmouth Harbour to a tumultuous reception. Families and friends were there in strength to welcome ANTRIM home after 121 days away of which the last 110 days were spent entirely at sea.

The Falklands Campaign for **H.M.S. ANTRIM** has meant the establishing of a number of notable firsts:

1. The first bombardment of the campaign at South Georgia
2. The re-taking of South Georgia
3. 406. ANTRIM's Wessex 3 helicopter, was the first helicopter to attack a submarine in action and inflict damage.
4. The first troops were landed by 406 in the South Georgia Campaign.
5. The start of the landings on the Falklands were initiated by the bombardment of Fanning Head by **H.M.S. ANTRIM**, one of the first two ships into Falkland Sound that day. The spotting for the gunfire was controlled by SBS landed by 406 in the early morning.



H.M.S. Southampton heading southwards after the 'Buddy Ship' transfer.



The Barbecue and Folk Evening just prior to arrival at Ascension.



Entry to Portsmouth Harbour, 17 July 1982, with a piper from the Royal Irish Rangers on top of 'A' Turret.





A rough passage home.

*Lieutenant K.P. White RN.*



The rough weather on the homeward passage.

*Lieutenant K.P. White RN.*