FLOWER CLASS CORVETTE

The corvettes of the Flower Class will be associated for ever with the Battle of the North Atlantic, even though they were used in all theatres during the Second World War. Alongside other escort vessels they bore the brunt of the battle against German submarines. These escort vessels derived from the cooperation between the Royal Navy and the Smiths Dock Company, who in 1938 had at their disposal a successful design for a commercial whaling ship called Southern Pride. The main feature of this design was that it followed merchant shipping practice, could easily be built by many small shipyards and the engines could be handled by civil shipyards. 50 corvettes of the Flower Class had been ordered before war broke out and a further 81 by the end of 1940. The first ship was completed 3 months later on 24.01.1940. All the others could be built within 23 days. After the decision had been taken to use the corvettes not just as coastal escorts but also on the high seas, numerous alterations were needed. Thus the ships received a modified hull with a longer forecastle, giving them better thrust and overhang to protect them against the rough Atlantic seas. During the war the corvettes were equipped with other things such as radar, improved and more powerful anti-aircraft guns (4.5 in or 20 mm Oerlikon guns), more depth charges and from the end of 1941 with "Hedgehog" anti-submarine weapons. During this period numerous alterations were also made to the bridge, in order to accommodate new electronic equipment and protections. In the meantime the Flower Class proved to be thoroughly seaworthy, so that it was used by almost all Allied navies (total 265). In the spring of 1942, when the German submarines transferred their sphere of operations to the American coast, the US Navy found itself obliged to make up its shortage of suitable escort vessels with British corvettes. 10 corvettes were given to America, with a further 8 from Canada. Technical data: water displacement: 940 t / power plant: four-cylinder triple-expansion Scotch boilers / speed: 27,900 SHP speed: 16 kts / range: 4,000 miles at 12 kts / crew: 47 men.

FLOWER CLASS CORVETTE

The corvettes of the Flower Class will be associated for ever with the Battle of the North Atlantic, even though they were used in all theatres during the Second World War. Alongside other escort vessels they bore the brunt of the battle against German submarines. These escort vessels derived from the cooperation between the Royal Navy and the Smiths Dock Company, who in 1938 had at their disposal a successful design for a commercial whaling ship called Southern Pride. The main feature of this design was that it followed merchant shipping practice, could easily be built by many small shipyards and the engines could be handled by civil shipyards. 50 corvettes of the Flower Class had been ordered before war broke out and a further 81 by the end of 1940. The first ship was completed 3 months later on 24.01.1940. All the others could be built within 23 days. After the decision had been taken to use the corvettes not just as coastal escorts but also on the high seas, numerous alterations were needed. Thus the ships received a modified hull with a longer forecastle, giving them better thrust and overhang to protect them against the rough Atlantic seas. During the war the corvettes were equipped with other things such as radar, improved and more powerful anti-aircraft guns (4.5 in or 20 mm Oerlikon guns), more depth charges and from the end of 1941 with "Hedgehog" anti-submarine weapons. During this period numerous alterations were also made to the bridge, in order to accommodate new electronic equipment and protections. In the meantime the Flower Class proved to be thoroughly seaworthy, so that it was used by almost all Allied navies (total 265). In the spring of 1942, when the German submarines transferred their sphere of operations to the American coast, the US Navy found itself obliged to make up its shortage of suitable escort vessels with British corvettes. 10 corvettes were given to America, with a further 8 from Canada. Technical data: water displacement: 940 t / power plant: four-cylinder triple-expansion Scotch boilers / speed: 27,900 SHP speed: 16 kts / range: 4,000 miles at 12 kts / crew: 47 men.
All around, unpassen.
Fit all-round.
Ajuster sur toute les côtés.
Aan alle zijden aanpassen.
Adattare da tutti i lati.
Allargare uniforme.
Adaptar en todos los lados.
Eventuell etwas kürzen, zuerst anpassen.
Fit first and reduce as necessary.
Commencer par ajuster, ensuite raccourcir si nécessaire
Eventuell volt inkortere, eerst aanpassen.
Eventualmente accorciare un poco, prima adattare.
Kapa vid behov efter anpassning.
Si es preciso, acortar ligeramente, primero adaptar.