

## NEW TCA JETS

The Vickers "Vanguard", newest addition to the Trans-Canada Air Lines turbine-powered fleet, carried 27,000 passengers in its first two months of scheduled operation.

The big 96-passenger turbo-prop aircraft, which can fly at 425 miles per hour, went into twice-daily service on transcontinental routes February 1, serving Montreal, Toronto, Winnipeg, Regina, Saskatoon, Edmonton, Calgary and Vancouver.

The air line's nine "Vanguards" logged 1,225 hours in revenue service between February 1 and March 31, flying almost half a million miles. In addition, they have chalked up 450 hours flight-time since the first of the year in pilot training.

TCA inaugurated "Vanguard" service between Canada and the Caribbean early in April, and will introduce the aircraft on services to the Atlantic Provinces April 30, giving Canadians turbine-powered "Vanguard" service from coast to coast.

The "Vanguard" carries 50 economy-class passengers and 46 first-class, and has taken over from the piston-engined "North Star" and "Super Constellation", offering new levels of passenger comfort and convenience at both economy-class and first-class fares.

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## RCN SUBMARINES

When HMCS "Grilse" commissions at Groton, Connecticut, on May 11, she will become the seventh submarine to be operated by the Royal Canadian Navy.

"Grilse", now the USS "Burrfish", is being lent to the RCN under agreement between the Governments of United States and Canada. She will be employed in training of anti-submarine ships and aircraft on the Pacific Coast.

Four of the RCN's previous submarines were of First World War construction. The other two were German U-boats that surrendered at the end of the Second World War.

The first two submarines, the CC-1 and CC-2, were purchased by the Province of British Columbia for \$1,150,000 from a Seattle shipyard out of concern by the provincial authorities over the lack of coastal protection when Canada entered the First World War.

### FIRST ACQUISITION

The two ships were on order for the Chilean Navy when the B.C. government arranged the purchase. Manned by civilian crews, they spirited out of Seattle harbour for a secret rendezvous with a group of Canadians. The Canadians inspected the boats, turned over the cheque and sailed the submarines to Esquimalt.

The provincial government turned them over to the RCN, and for three years they carried out patrols off Canada's West Coast. Their presence is credited with deterring German incursions into these waters.

In 1917 the two submarines were transferred to the East Coast and were accompanied by HMCS "Shearwater", a sloop. The vessels were the first warships flying the white ensign to pass through the Panama Canal. Later, they were used for training in the Bras D'Or Lakes. In 1920, they were sold for scrap along with the cruiser HMCS "Niobe".

The next two submarines were given to the RCN in January 1919 by the Royal Navy. They were included in an order for 10 submarines built in the United States for the RN. Identified as H-14 and H-15, the two were on their way to England when the First World War ended and they were subsequently ordered to Bermuda where they remained a year.

The Prime Minister at that time, Sir Robert Borden, was in Europe in January 1919, and agreed to accept a gift of the two submarines. They were brought to Halifax and remained in service, as CH-14 and CH-15, until 1922, when, in a period of sharp retrenchment, they were paid off.

### WAR CONTRACTS

During the First World War, 24 submarines of the same class as the CH-14 and CH-15 were built in Canada for Britain, Italy and Russia.

Early in the war, Canadian Vickers Ltd, of Montreal, under contract from the Electric Boat Company of Groton, Connecticut, began building ten "subs" for the Royal Navy. Six sailed for England on July 22, 1915, and became the first submarines to cross the Atlantic under their own power. The other four later sailed for the Dardanelles. Later, eight were ordered for the Italian Government and six for the Russians.

After the CH-14 and CH-15, no submarines were operated by the RCN until after the Second World War.

During the war, however, a number of Canadians trained and served in Royal Navy submarines. RN submarines were also based at Canadian ports to provide RCN personnel and ships with realistic anti-submarine training.

### DISPOSAL OF CAPTURED U-BOATS

When Germany capitulated in 1945, two U-boats, the U-889 and U-190, surrendered to Canadian warships in the Western Atlantic. The U-889 gave herself up to the Algerine escorts "Oshawa" and "Rockcliffe" and the "Dunvegan" and "Saskatoon" off Shelburne, Nova Scotia, on May 10, 1945. The U-889 was turned over to the U.S. Navy in January, 1946, and was eventually destroyed.

The U-190 surrendered to the frigate "Victoriaville" and the corvette "Thorlock" on May 12, 1945, and was brought into Bay Bulls, Newfoundland. Later, she was taken to Halifax. The U-190's last victim had been the mine-sweeper HMCS "Esquimalt", which was torpedoed off Halifax in April, 1945, on the eve of the war's ending. "Esquimalt" was the last RCN ship sunk in the war.

On October 21, 1947 - Trafalgar Day - having been thoroughly checked, tested and evaluated, the U-190