The Covenanter Cruiser Tank (A.13 Mk III)



In 1938 the War Office announced requirements for a heavy cruiser tank, this demand was met by Nuffields with their A16 but this proved to be too expensive and so a cheaper alternative was required. The specifications called for a tank mounting a 2pdr gun, at least 1 machine gun and a 30mm armour standard, the resulting tank was the Cruiser Mk V, known as the Covenanter. Later it was requested to increase the armour basis on the front of the vehicle to a 40mm basis, due to the political situation it was decided to order the vehicles

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before the prototype had been delivered. The first prototype was delivered and tested in mid 1940 and was found to be fast but engine overeating was a serious issue.

The Covenanter used a composite armour layout similar to that of the Crusader but instead of using a machineable quality front plate a homogeneous hard plate was used. The armour was also thinner than that of the Crusader and doesn't seem to have been improved throughout each Mark as was done with the Crusader. Armament consisted of a 2pdr gun and a Besa machine gun, CS versions of the tank replaced the 2pdr with a 3" howitzer. The turret ring of the Covenanter was even smaller than that of the Crusaders and was not upgunned to carry a 6pdr as the Crusader did.

The Covenanter suffered from severe engine overheating trouble and even by November 1941 the General Staff stated "these tanks could no be used in operations abroad". A program to rework Covenanters and incorporate substantial modifications was scheduled to start in February 1942 but did not commence until May, by then rising Crusader production together with increased availability of U.S. tanks made it unnecessary to use Covenanters in North Africa. Capacity for Covenanters was transferred to other vehicles and so the Covenanter was not used in action.

Name	Covenan	iter Covenante	r I Covenanter I	C
Туре	Cruiser	Cruiser	Cruiser	C
Production Date	November 1940			
_				
Crew	4	4	4	4
(In turret)	3	3	3	3
Langth	4.0)	10)1	10)	
Length	19\'	19\'	19\'	1
Width	9\'-1"	9\'-1"	9\'-1"	9
Height	3\'-3.75"	3\'-3.75"	3\'-3.75"	3
Maight	10.15	10.45	10.45	
Weight	18.15	18.15	18.15	1
Ground pressu		16.5	16.5	1
Ground clearar	1 08'-4 "	1\'-4"	1\'-4"	1
Total				L
Track type	•	-	Bd&Gection Sp	
No per track	120	120	120	1
Weight of one	r12878YO	1360	1360	1
Track width	9.7"	9.7"	9.7"	9
Engine	Meadows D.A.V	Meadows D.A.	<u> Meadows</u>	
D.A.V			<u>M</u>	
eadows D.A.V				_
B.H.P/Ton	15.4	15.4	15.4	1
Max road spee	930	30	30	3
Average road s	1	25	25	2
Cross Country		18.2	18.2	1
	Type 34 Consta			_
Gears	4 Forward 1 Re	v e reerward 1 Re	v ér ēerward 1 Re	∕4

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Fuel consumpti	ogn (road) – MPG	2	2	2
	ongcross country	I I	1.3	1
Petrol capacity	74	74	74	7
Auxiliary capacit		30	30	3
Radius of action	,	205	205	2
Radius of action		134	134	1
Trench Crossin	•	7\'	7\'	7
Vertical obstac		2\'-6"	2\'-6"	2
Fording height	3\'-2"	3\'-2"	3\'-2"	3
Main Armamen	2 Pounder 2 Po	ounder 2 Pounde	<u>er</u> <u>2</u>	
Pounder				
Ammunition				
Secondary Arm	2879€ £88€£817.92	Besa 7.92	Besa 7.92	В
Ammunition				
		Hand & Hydrau	Hand & Hydrau	i c
Max elevation	_	20	20	2
Max depression		15	15	1
Turret Ring Size	555			
	200.0	55.5	55.5	5
Optics	No.30 No.30 N		55.5	5
Optics			55.5	5
Optics Armour			55.5	5
Armour	No.30 No.30 N	No.30 No.30		
Armour Lower Hull Nos	8(I.T.70)+6.99(I.	B.(1.11070)+6.99(I	B.(1.11070)+6.99(I.	B
Armour Lower Hull Nos Upper Hull Nos	8(I.T.70)+6.99(I. 21(I.T.70)+19.0	B.(1.11070)+6.99(I.521TL.11100)+19.0	B.(1.11070)+6.99(I. 221TL.11100)+19.05	B
Armour Lower Hull Nos Upper Hull Nos Hull Front	8(I.T.70)+6.99(I. 21(I.T.70)+6.99(I. 9(I.T.70)+6.99(I.	B.(1.11070)+6.99(I B217(I.11100)+19.0(I B.(1.11070)+6.99(I	B.(1.11070)+6.99(I.5211(I.111100)+19.05	B 22 9
Armour Lower Hull Nos Upper Hull Nos Hull Front Hull Sides	8(I.T.70)+6.99(I. 21(I.T.70)+6.99(I. 9(I.T.70)+6.99(I. 14(I.T.70)+14.29	B.(1.11070)+6.99(I.5217[.11100)+19.05 9.(1.11070)+6.99(I.52(I.11070)+6.99(I.52(I.11100))+14.25	B.(1.11070)+6.99(I. 2/17[.1110))+19.05 9.(1.11070)+6.99(I. 9(147[.1110))+14.29	B 2 9
Armour Lower Hull Nos Upper Hull Nos Hull Front Hull Sides Hull Rear	8(I.T.70)+6.99(I. 21(I.T.70)+6.99(I. 9(I.T.70)+6.99(I. 14(I.T.70)+14.29 14(I.T.70)+15.88	B.(1.11070)+6.99(I. 2217(I.11100)+19.0(I. 1070)+6.99(I. 147(I.11100)+14.2(I.11100)+15.8(I.11100)	B.(1.11070)+6.99(I. 2217(I.11100)+19.05 B.(1.11070)+6.99(I. 1447(I.11100)+14.25 447(I.11100)+15.86	B 2 9
Armour Lower Hull Nos Upper Hull Nos Hull Front Hull Sides Hull Rear Hull Roof (Fron	8(I.T.70)+6.99(I. 21(I.T.70)+6.99(I. 9(I.T.70)+6.99(I. 14(I.T.70)+14.29 14(I.T.70)+15.88	B.(1.11070)+6.99(I.5217[.11100)+19.05 9.(1.11070)+6.99(I.52(I.11070)+6.99(I.52(I.11100))+14.25	B.(1.11070)+6.99(I. 2/17[.1110))+19.05 9.(1.11070)+6.99(I. 9(147[.1110))+14.29	B 2 9
Armour Lower Hull Nos Upper Hull Nos Hull Front Hull Sides Hull Rear	8(I.T.70)+6.99(I. 21(I.T.70)+6.99(I. 9(I.T.70)+6.99(I. 14(I.T.70)+14.29 14(I.T.70)+15.88	B.(1.11070)+6.99(I. 2217(I.11100)+19.0(I. 1070)+6.99(I. 147(I.11100)+14.2(I.11100)+15.8(I.11100)	B.(1.11070)+6.99(I. 2217(I.11100)+19.05 B.(1.11070)+6.99(I. 1447(I.11100)+14.25 447(I.11100)+15.86	B 2 9 1

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	7(I.T.70)	7(I.T.70)	7(I.T.70)	7
Hull Floor	7(I.T.70)	7(I.T.70)	7(I.T.70)	7
Drivers Box fro	1 8(I.T.70)+22.2	2(18(TL:1T100))+22.2	2(18(TI.1T100))+22.2	2(1
Drivers Box Vis		50(I.T.90)		5
Drivers Box Sig	ୱ ୟ(I.T.70)+15.8	8(14(1.11100))+15.8	8(14(TL:11100))+15.8	8(11
Drivers Box Ro	Ø(I.T.70)	9(I.T.70)	9(I.T.70)	9
Turret Front	20(I.T.70)+19(I.	72 0(10) 70)+19(1.	20(0).70)+19(I.	12
Turret Roof	9(I.T.70)	9(I.T.70)	9(I.T.70)	9
Turret Sides Up	PO (I.T.70)+9.52	(1170.(1.11070)+9.52	(1170.(1.11070)+9.52	(11
Turret Sides Lo	₩© (I.T.70)+9.52	(1170.(1.11070)+9.52	(1170.(1.11070)+9.52	(11
Turret Rear Up	₱₽ 2(I.T.70)+12.7	(11<u>P</u>.(1.110 70)+12.7	(<mark> 172.(1.1107</mark> 0)+12.7	(11
Turret Rear Lov	VP4 (I.T.70)+9(I.T	.74(I.T.70)+9(I.T	.70(I.T.70)+9(I.T	.7
Turret Floor	9(I.T.70)	9(I.T.70)	9(I.T.70)	9

Production of Covenanter Tanks by year (UK Only)

1919191943
Covena 668 Reworked
Scissor 68 ridges

Sources - AVIA 46 188, AVIA 22 456-514, WO 194