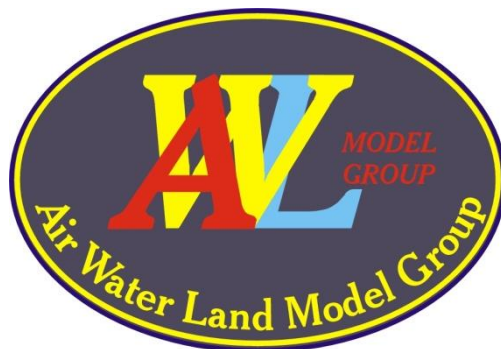


Envoy class Admiralty tug

Built by Pete Dickinson



The six vessels of the Envoy class, namely Enchanter, Encore, Enforcer, Enigma, Enticer and Envoy were built and completed in 1944 for the Admiralty by Cochrane & Sons of Selby. The vessels were used as fleet tugs during WWII and fitted with a 12-pounder deck gun, two Oerlikon guns and two Colt machine guns for defence when on escort or rescue duty.

After the war three of the tugs were sold into commercial service and renamed Englishman, Cintra and Matsas. The remaining three were handed to the RFA (Royal Fleet Auxiliary) Namely Envoy, Enforcer and Encore and served until being sold as scrap in the 1960's.

The Model.

Designed and produced by Model Slipway, this 1:48th scale kit is one of the largest models they produce.

Due to the possibility of the model being powered by live steam the major components of the superstructure were moulded in fibreglass rather than utilising the more usual styrene sheet construction.



This presents a problem when constructing the wheelhouse, as the white metal window castings occupy almost the full width of the moulding, which makes cutting the fibreglass neatly very difficult.

With this in mind I decided to fabricate the wheelhouse from styrene sheet and that has also reduced the above-waterline weight, which often causes models to list unrealistically in turns. (See photo on left)

The model is still under construction but will be powered by a 12 volt 10Ah gel cell running all the electronics, running gear and smoke generator. The size of this cell is almost an exact fit in between the deck coaming and also serves to ballast the model which, due to its size, has a large displacement of 11.5kg.



The motor and gearbox used is from a 12volt car tyre pump (left) as it gives the perfect 6:1 reduction needed to power the 6.8cm diameter four bladed brass propeller supplied in the kit. Originally I had intended to remove the the air pump side of the assembly but after experimenting with the smoke generator I discovered that the output of the pump could be utilised to accelerate the smoke on its way up the smoke stack.

I then machined drilled, tapped and threaded a silver steel extension to the main crank on which the universal coupling to the propeller shaft is attached. (See below the motor)

There is still much to do before the model is even functional but I feel that it is a very rewarding challenge and the end result is hoped to be one of the best I have made.