

IVECO MOTORS: “AT SEA WITH A PRESTIGE DELIVERY”

The Iveco company, IVECO MOTORS, has recently made a prestige delivery to a famous sailing ship.

This entailed the complete repowering of the Sir Winston Churchill, a steel-hulled, three-master measuring 41 metres in length with a width of 7.6 metres.

Designed in the UK by Camper & Nicholson, it was built between 1964 and 1966 at Richard Dunston Ltd's Haven Shipyard in Hessle, Yorkshire.

A ship built as a response to an idea put forward in 1954 by Bernard Morgan to organise regattas for large sailing ships: the Tall Ship Races. One year later, in 1955, the Sail Training Race Committee, the S.T.A., was formed. At that time Britain didn't have a sailing ship of its own to participate in the regattas and so had to hire a foreign vessel to represent its flag whenever a race was organised. Half the funds required to build the ship were gathered by the British STA (Sail Training Association) whereas the remaining half was donated by a public subscription launched under the patronage of the Duke of Edinburgh.

From 1966, the year of the launch, the Sir Winston Churchill (dedicated to the famous statesman who had died the previous year) has enabled crews of 39 young people aged between 16 and 24 to participate in a number of Tall Ship Races under the guidance of 16 expert sailors, 5 permanent crew members and 11 volunteers.

Among the most memorable occasions, 1972, when the sailing ship had an all-female crew of 39 girls, and in 1976, when it crossed the Atlantic to celebrate the bicentenary of the founding of the United States of America, but also its several outings in Windjammer parades.

The Sir Winston Churchill was designed with training purposes in mind and was therefore equipped with all types of sail. A total of more than 810 square metres of sailcloth subdivided into square sails, gaffs, stays and a Bermuda mizzen-stay. The 34-metre masts are made from anodised aluminium to reduce weight whereas the spars are in wood.

It remained operative as a Sail Training Association vessel until 2000 and then in December that year it made a 14-day voyage to the Greek port of Piraeus. From then onward it became a charter vessel flying the Greek flag.

To equip it for its new role on routes in the Aegean work has been carried out that, while fully respecting the original line and historical design, has fitted it out with six very comfortable double cabins and, in addition, three common areas: a dining room, lounge and coffee/game corner.

Restructuring also involved the on-board systems and as for engine work, the task was assigned to Tekmar Ltd, the IVECO MOTORS dealer in Greece.

Two 360 HP engines were installed (8210SRM36 – 6 cylinders in line – capacity of 13.8 litres – direct injection superchargers) and two on-board 60 kW generators (with an 8065M engine – 6 cylinders in line – capacity 5.9 litres – aspirated with direct injection).

TECHNICAL SPECIFICATIONS

LENGTH f.t.	41 metres
WIDTH	7,6 metres
ON-BOARD EQUIPMENT:	Satellite telephone, HF, VHF equipment, depth-sounder, 2 radar units, Automatic pilot, Air-conditioning
DRAFT	4.98 metres
MAINMAST HEIGHT	34.6 metres
GROSS TONNAGE	205 tons
ENGINES	2 X 360 HP Iveco Motors
CRUISING SPEED	11.5 – 12.5 knots
GENERATORS	2 X 60 kW Iveco Motors
FUEL TANK CAPACITY	10,000 litres
WATER TANK CAPACITY	36,000 litres
SAIL SURFACE	810 square metres

