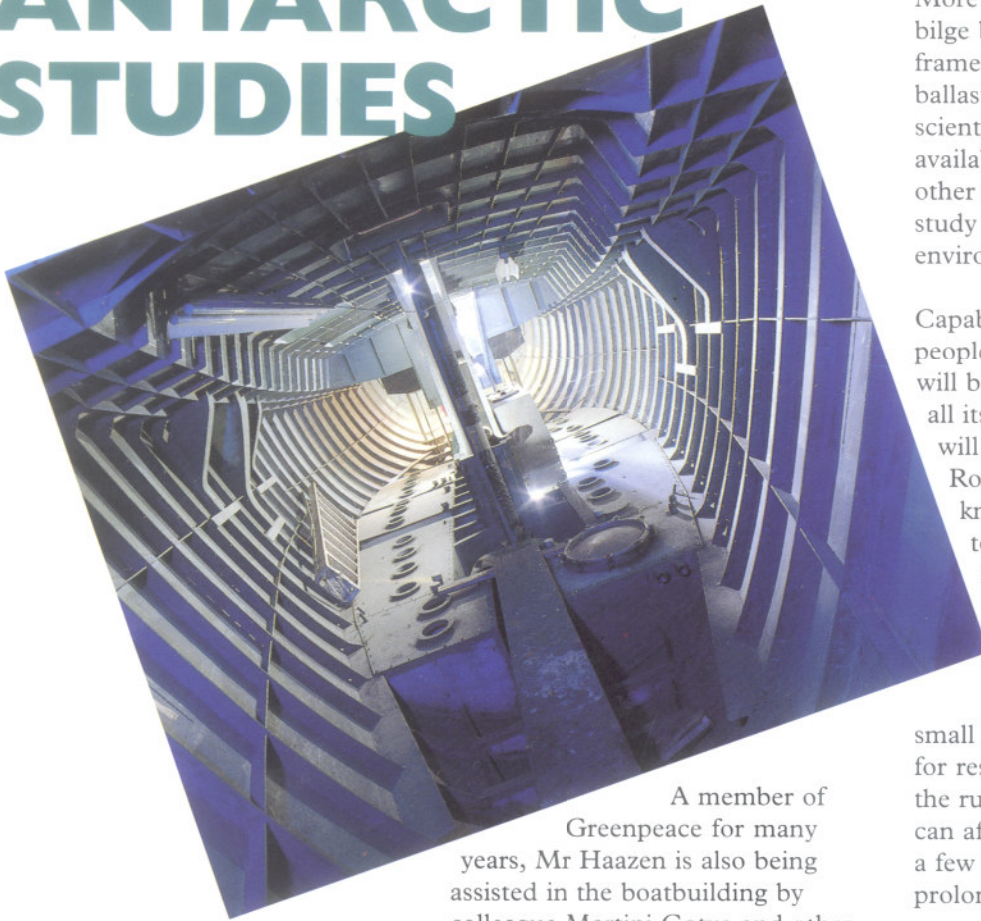


# YACHT BUILT FOR ANTARCTIC STUDIES



More specifically, it is a steel round bilge boat, with closely spaced frames 420mm apart and retractable ballasted keel. The boat will carry scientific equipment and be available for hire by scientists and other people wanting to further study the unique Antarctic environment.

Capable of carrying up to eight people, Mr Haazen says the boat will be totally self-supportive with all its own back-up systems. "It will take twenty days to get to the Ross Sea area, travelling at five knots. The boat is designed to overwinter in the ice with four people on board with enough supplies to see them through.

"The beauty of operating a small boat is it is very cost effective for research and monitoring because the running costs are so low. We can afford to stay in one location for a few months to carry out prolonged research?"

The boat is designed by Aucklander Alan Mummery and Mr Haazen is using NZIG welding gases and

A member of Greenpeace for many years, Mr Haazen is also being assisted in the boatbuilding by colleague Martini Gotye and other voluntary workers from Greenpeace. The 50-foot boat is what he calls a "people's boat"

**H**enk Haazen is an environmentalist who feels so strongly that Antarctica must be protected that he is building a boat to carry scientific research and environmental groups there.

A softly spoken Dutchman now resident in Auckland, Mr Haazen says that if Antarctica is not saved then the rest of the planet will become endangered also.

***"Antarctica is the last great continent which is not owned by any one nation"***

"It has no military so it is a place where many different nations can co-exist together. Oil is the major resource there but with such a fragile environment, mining would quickly destroy the short food chain."



Weldcraft electrodes in its construction. He says the boat draws only one metre with the centreboard up and 2.8 metres down enabling it to operate in shallow waters and in ice, without being crushed.

***“Icebergs are the biggest danger while sailing which is why we’re building a very rounded boat to pop up between any icebergs.”***

Henk Haazen came to New Zealand from Brabant, Holland, as the Third Engineer on the Rainbow Warrior in 1985.

“I joined Greenpeace while still living in Holland and worked for them on a voluntary basis. In Holland environmental problems are highlighted because it is a very small country with a very serious pollution problem. The country is also overcrowded and with no remaining forests.

Antarctica has always fascinated me. The first time I went to Antarctica I thought I was on a different planet. It is a very beautiful continent with a fragile ecosystem which needs protection. At the moment there are negotiations underway to make it a world heritage park and pressure needs to be kept on to make sure that this will happen.”

Mr Haazen says he expects his boat will be ready to sail in 1994.