

Rainbow Warrior veteran launches dream



Saloon, looking aft. Post in the middle supports the mast



Galley, looking aft



Henk Haazen, veteran of many campaigns with the environmental organisation Greenpeace and one of the crew on the first Rainbow Warrior, realised a long-held dream early December when he launched his self-built 15-metre yacht in Auckland. Three days later, Haazen and his partner, New Zealander Bunny McDiarmid, regional co-ordinator for Greenpeace Pacific, took the boat out into the Hauraki Gulf for sea trials. Bastiaan Beentjes went along to find out why Haazen built the yacht and the couple's plans for the future.

It's a poignant moment. This, after all, is the culmination of six years of hard work and sixteen years of carefully nurturing a dream. The sails of the steel cutter fill for the first time with a strong sou'wester and *Tiama*, Tahitian for Freedom, comes alive as she leans hard over, picks up speed and positively barrels through the Motukorea channel just outside Auckland. Whoops of sheer delight emanate from the crew whilst the couple's daughter, Ruby (9), seemingly unaware of the significance of the occasion, calmly makes her way up the rig in perilous fashion. Later, with similar calmness, she'll alert her Dad to a malfunctioning valve that causes a minor flood down below. "Well", Haazen says with a relaxed grin, "that's why they're called sea-trials, I guess." "An educational campaign tool" is how the tall, strong Dutchman (42) prefers to describe the vessel, designed to operate in extremes of climates and polar regions. Apart from chartering to adventurers and expeditions, he would like to see the vessel used for independent research and exploration in places like the Antarctic and doesn't rule out wintering over on the icy

continent. His old employer, Greenpeace, has already expressed interest in using the vessel as a floating office or monitoring station. "There are still a lot of beautiful places to see and explore," Haazen says, "but the need for their conservation is greater than ever and if we don't educate ourselves about those areas and its peoples they'll soon be lost forever."

Both he and McDiarmid are long-time Greenpeace activists. In 1984 they sailed on a mission with the *Rainbow Warrior* to help relocate 320 men, women and children from Rongelap Atoll in the Marshall Islands who'd reportedly suffered ill effects from nuclear testing in the Pacific 40 years ago. In one week, the crew moved the people and their belongings to nearby Mejjatto. It was an emotional and intense period, Haazen recalls, which left a deep impression on the crew of the Warrior.

The ship sailed into Auckland on July 10 1985 to prepare for a protest against French nuclear testing at Moruroa. Haazen and McDiarmid spent the night at her parents' home in Auckland. At four in the morning, the phone rang. "They rang to tell us the *Warrior* had

been bombed and—that Fernando Pereira, the 33-year old photographer, was dead", says McDiarmid. Stunned, the couple immediately rushed to the wharf where other crewmembers and friends stood shocked and in disbelief at the sight of their beloved ship half submerged. "It wasn't until we actually saw the ship that it registered what had happened", she says.

The decision by the couple to spend the night at McDiarmid's parents' home proved to be a life-saving one: it was later discovered that the blasts had caused a large chunk of metal to pierce the bunk the couple normally slept in. "It most likely would have killed us", Haazen says quietly.

McDiarmid (41), who says she still has a hard time making peace with the bombing, thinks the sinking of the *Warrior* wiped away a certain naivety within the organisation. "We suddenly realised who we were up against." The loss of crewmember and friend Pereira, however, only served to strengthen the resolve of the organisation. "It made us more determined in our work than ever before", Haazen says.

In 1986 he got involved in the Antarctic



The hinged rudder and propeller



The retractable ballast keel



The family posing for a photo for Dutch newspapers



McDiarmid touching up the paintwork inside the retractable keel trunk two days before the launch

campaign of Greenpeace. The organisation had set up its own station on Ross Island, close to the New Zealand and American bases, to monitor developments on the frozen continent which had come under threat from a world increasingly hungry for fossil fuels and minerals. Haazen returned to the ice four times.

He fell in love with the unspoilt beauty and ruggedness of the continent and when he approached New Zealand naval architect Alan Mummery with his idea for a charter yacht, one of the major demands he placed on the design was the ability to operate in extremes of climate whilst keeping the impact on the environment to a minimum.

Recalls Mummery, "When he came along with the concept of a vessel that could be used in extreme conditions, for exploration and conservation, it was particularly exciting for me to get involved because a sailing vessel of this category is an extremely complex machine." And while he describes Haazen as initially diffident, the affable

architect doesn't hide his admiration for the upholsterer turned boatbuilder who, on the tiniest of budgets and with self-taught skills, built the yacht to demanding survey standards.

Symbols of the ongoing commitment to the work Haazen and McDiarmid began two decades ago can be found in the many bits and pieces of the *Warrior* that are built into the yacht—a handrail below decks, several light fittings and a brass handle on the hatch all ensure the memories of the *Warrior* and Pereira are kept alive.

The day after the trial sails Haazen's face, framed by long blond hair tied back in a braid, looks drawn with fatigue. Even McDiarmid, whose inexhaustible energy is legendary amongst Greenpeace staff, momentarily seems to have run out of steam. After months of hectic preparation for the launch and the adrenalin rush of the trial sails, exhaustion is finally catching up with them.

Last year Greenpeace celebrated its 25th anniversary. To the suggestion

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the organisation, and indeed environmentalism, had perhaps ran its course Haazen responded, "No way, it's more needed than ever. No else does what they [Greenpeace] do, I mean, who else operates a large fleet of ships for the sole purpose of conservation?" Slightly agitated, he continued, "Sure I've heard the arguments, the organisation is too big, too much money goes down the drain, its ships are polluting the environment and so on, but, ultimately, they're still out there doing it. Take the campaign against nuclear testing at Moruroa in '95. Everyone was criticising Greenpeace for the way it handled the situation but the fact is, the world came to know what the French were doing out there and decades of that kind of pressure helped to make them stop testing. And those results are exactly what it's all about." At the time of writing Haazen still has no firm work commitments lined up and the future for the emigrant and his business venture looks uncertain. Clear, however, is his determination to make it work. McDiarmid, who still works full time for Greenpeace, perhaps summed up their optimism best when she said, "We've come this far, I'm sure we'll make it work."

Design and operations

Details kindly supplied by designer / naval architect Alan Mummery

With a strong focus on conservation, Haazen built *Tiama* to work as a charter in environmental campaigns and tourism, adventure/research expeditions and exploration. The needs for said groups and their communications, camera equipment and administration requirements are all provided for in the large cabin in the centre of the vessel (with desk and 220 volt power).

One of the major features of the design are the retractable keel and rudder which allow for navigation of shallow and/or uncharted waters. Combined with the shape of the hull this also means the vessel can be placed on a beach or winter-over on a frozen sea. The other major feature is the ability of the yacht to operate in extremes of climate. The steel hull and decks are insulated and cooling water systems are closed circuit.

In keeping with Haazen's philosophy, large black-and-grey water tanks have been installed to make it possible to

operate in sensitive marine areas with minimal impact on the environment.

The cutter can accommodate up to 25 people on day trips and sleep up to ten for an overnight sail. There are three separate two-berth cabins; on shorter voyages, the port side of the saloon provides a fourth. There are two separate toilets and one hot and cold shower. The large galley and navigation area are both amidships.

Construction, equipment, layout and colours have all been considered so that people can live with the yacht for long periods. The interior joinery, demolition kauri and plywood, was done by John Simpson, shipwright from Whitianga, Coromandel.

The vessel's functional and survey requirements have not compromised the sailing ability of the yacht. Windward efficiency and the ability to work off a lee shore have been given priority. The layout of the deck and rig allow the yacht to be sailed by one person for limited periods, whilst for longer periods a minimum crew of four with a minimum deck watch of two are required. 