

NAP0c "BARAO DE TEFPE"

ANTARCTIC SEASON 1982-83

The purpose of the voyage this season for the Brazilian Navy and the "Barao de Teffe" was to start an era in Antarctic exploration. On board were a selection of people with different interests regarding the future of Brazil in the Antarctic. Also on the voyages were some journalists and photographers who had to cover this first official season in the Antarctic with a Brazilian ship.

The first part started from Rio de Janeiro on December 20th, 1982, and the schedule was to visit stations on the Antarctic Peninsula (Palmer Peninsula) and the outlying islands. All together we visited 7 stations from 6 different nations, and everywhere we received a very fine hospitality from the expedition members on the stations.

After the ship's stay in Punta Arenas in the end of January 83, we headed for the Weddell Sea to visit the German station "Georg von Neumayer" and to do some exploration along the ice shelf between 0° and 10° west latitude. The latter had to be cancelled due to technical difficulties. The return to Rio Grande do Sul is expected on the 21st of February, 1983.

Both voyages has been done with exceptional good weather and apart from a low pressure of 957 mb. passing the area around South Sandwich Islands on our route during the return to Rio Grande, the ship has not rolled or pitched uncomfortable during the season. All the stations have been visited during good weather conditions.

At this point I will like to mention, that if the ship in future is going to visit stations on the Peninsula or the islands there about again, a better system of landing people ashore is recommended. I suggest larger ZODIACS than the one, which is on board now - perhaps to carry about 10 passengers - as you will have to land on the beach or to approach very shallow water nearly everywhere. It is not always possible to land with the lifeboats or the motorboat.

#### Daily routine on board.

As the "Barao de Teffe" is a Navy ship the daily routine off-course is set beforehand. In this special trade you will have to remember, that it should be possible to change the routine quickly as difficult situations can arise very fast and you should be prepared to meet these situations. During this season no alarming situation has arised, but it have to be remembered for the future.

The cleaning of the ship has been very well looked after, and apart from difficulties a couple of times regarding the renewing of towels and bed linnen, everything was fine. It is very difficult for the crew to clean a passenger cabin when there is suitcases, photographic equipment etc. all over the floors in the cabins, and therefore I suggest that the stores room athwartships on the passenger deck (B-deck) is used to store things that passengers request during the voyage and have their larger items, such as empty suitcases, big boxes etc. brought down in the holds, if such items are not to needed during the voyage.

The amount of people visiting the bridge should also be more limited. Too many people were spending a lot of time up there without having any actual reason for their visit. Especially the journalists and photographers should only have had permission to go there, when they were going to transmit things such as articles. They are listening with one ear and writing down everything they hear, and the stories coming into the newspapers have often nothing to do with the realities. They just heard something....

The food and service.

It is very difficult for me as a Dane to judge the quality of the Brazilian food, as it is so different from the Danish, but I have even heard Brazilians saying, that this has not been up to the standard.

What I have been missing mostly is fresh fruits and vegetables. Regarding vegetables we have before carried fresh lettuce, tomatoes, cucumbers etc. for more than a month, so I know, it is possible. I do not know if it is possible, but a larger variety in the courses could perhaps be desirable. One of the most important things on a voyage like this is the food, and we have always tried to do the cooking better than normal. The meals should be something people are looking forward to and not a thing you have to do to keep yourself alive. Off course it depends very much on the cooks. Also the ship's slop-chest should be well stored with all the necessary things for example chocolate, as in cold weather people will need some sweets to keep themselves fit, as the human body needs more calories. Also things like snacks, potato chips, peanuts etc. should be available for sale so people have a chance to enjoy themselves under the different conditions the stay on a ship is for many of the passengers.

The service itself has been average, but I am sure the stewards has

done their best. In the merchant navy we have a Chief Steward who, before getting that rank, has been a Chief Cook himself, and I think this could have eliminated many of the mistakes in the galley and in the dinning room. Not as the mistakes have been notable to all, but a better organization in this department could be welcome. A very important thing is also that people come to the dinning room on the scheduled times for the meals to avoid extra work for the stewards and cooks.

The deck crew should not be less than now, as you have to remember that during loading and unloading operations you will need as many as possible for the work. Nor should the engine crew be lesser, as one have to bear in mind that the engines need much more attention than others because of their age, but 2 engineers are not too many at all, and when one of them has to go his watches on the bridge also, I will say that it is one too little - this because of the same reason. I know it is a part of the Navy system and it is difficult to change, but the "Barao de Teffe" is not a usual Navy ship, and you should be prepared to do some alterations where necessary. There are 18 crew members more now than when the Danes operated the ship and just looking on the Radio section, you have 2 operators, 1 technician and one officer, where we just had one Radio Officer and no more. Again I know it is the system, and it is very hard to change it.

The engine crew has done a fantastic work during the voyages. Only knowing the engines for a few months before the voyages to the South started, they have sometimes done a 24 hours-a-day work to keep everything moving.

One problem on board is the consumption of fresh water. The production during full speed with the ship is about 15 tons per 24 hours, but as the Brazilians love showers often more than once a day, the tank capacity of 64 tons is not enough. I suggest that 2 tanks in the aft of the ship with a total capacity of about 70 cubic metres are converted to fresh water tanks, so the tank capacity will be about 130 tons. Another thing to do is to tell the passengers and the crew, that a shower easely can be done within 10 minutes and you will still be clean afterwards. The tanks suggested are the Deeptanks aft ( $2 \times 35,6 \text{ m}^3$ ) frame 0-9. The reason why these tanks are suitable is, that they more or less are inside the ship so heating elements will not be necessary to keep them ice-free. Even with these tanks being water tanks, the oil tank

capacity is about 743 cubic metres or about 594 tons dieseloil for bunkers for about 75 days of full steaming.

Ice Navigation.

Not to forget why I came on board, a few words should be said about navigation in ice. It can only be a few, as the amount of pack ice we met during the voyages has been minimal. I had hoped, that a lot more hours could have been spent to show and learn the officers of the ship the fundamental things of operating the ship in pack ice. Unfortunately we did not meet very much pack ice and when we had the possibility, other reasons prevented us for going inside the pack ice and try the manoeuvring of the ship in the ice. The Comandante and officers of the "Barao de Teffe" still have to learn the strength of the ship and how much they can force her way through the pack ice. If arrangements can be made, I will suggest that Comandante Pastor or the person, who will be in command of the ship during the 1983-84 season, is coming to Denmark about July to go with the "Nella Dan" to East Greenland during the Northern Summer. This is to let the person see the conditions they can expect to meet during passages of the pack ice.


Conclusion.

The operation of the "Barao de Teffe" is completely in the hands of the Brazilian Navy, but the Navy personel should not forget, that the scientists and other persons on board are civilians and off course the civilians should not forget it is a Navy ship. But I think, it is easier for the Navy people to approach the civilians than vice versa, as the Navy personel know the civilian life as the civilians do not know the traditions and the work in the Navy. It is very important for the work on board during the future sailings in the Antarctic region, that both parties bear this in mind.

No doubt the Brazilians will do well in the Antarctic, and all the children's diseases has to be solved and they will be solved.

I wish the Navy, the scientists and the country of Brazil all good luck in the terms of exploration and future investigations in the Antarctic region.

At sea, February 17th, 1983

  
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