



Balangaw: The Climate Justice Tour Rainbow Warrior Ship Tour 2018 Greenpeace Southeast Asia - Philippine Leg February 14 – March 5, 2018

THE RAINBOW WARRIOR

The Rainbow Warrior will sail in the name of Climate Justice and Liability, and will visit areas that have experienced the brunt of climate change impacts and will act as a global platform for the climate justice movement and other impacted communities – building support and solidarity with the people most affected by the actions taken by big fossil fuel corporations.

The Greenpeace fleet of ships is a unique asset in the battle to save planet Earth and protect the global commons. Our ships are used at the forefront of Greenpeace campaigning, often sailing to remote areas to bear witness and take action against environmental destruction.



The Original Rainbow Warrior

The original Rainbow Warrior started life as the 'Sir William Hardy' – a fishery research trawler used by the UK Ministry of Agriculture, Fisheries and Food. It was built in 1955, and was the first diesel electric ship built in the United Kingdom.

It was renamed 'Rainbow Warrior' after the Warriors in a North American Cree Indian prophecy: “When the world is sick and dying, people will rise up like Warriors of the Rainbow...”

Its first voyage was on 29 April 1978

As the Rainbow Warrior steamed proudly from the London docks, the Greenpeace and United Nations flags flew together to reflect not only the international composition of the 24-member crew from 10 countries, but also global concern for the plight of the whales.

Her first mission was to Iceland, to oppose the commercial whaling programme there.

The bombing of the Rainbow Warrior

10 July 1985. The Greenpeace ship Rainbow Warrior was moored in Auckland, New Zealand – ready to confront French nuclear testing in the Mururoa Atoll.

But French secret service agents planted two bombs and sank the Rainbow Warrior. One crew member was killed.

A state-sanctioned bombing

In an attempt to “neutralize” the ship ahead of its planned protest, French secret service agents in diving gear had attached two packets of plastic-wrapped explosives to it, one by the propeller, one to the outer wall of the engine room.

Initially, the French government denied all knowledge of the operation, but it became soon obvious that they were involved. Eventually, Prime Minister Laurent Fabius appeared on television and told a shocked public: “Agents of the DGSE (Secret Service) sank this boat. They acted on orders.”

You can't sink a Rainbow

After the bombing, the ship was given a resting place at Matauri Bay, in New Zealand's Cavalli Islands, where it has become a living reef, attracting marine life and recreational divers.

A new ship (Rainbow Warrior II) returned to battle, successfully ending the French nuclear testing programs. After 22 tireless years at the campaigning frontline, the ship retired from her Greenpeace life on 16 August 2011.

With this proud legacy and the third Rainbow Warrior, which was launched on 14 October 2011, is better equipped to campaign than any other Greenpeace ship before her.

A shining example for green ship building

The Rainbow Warrior is the first ship in the fleet designed and built specifically for Greenpeace. It's also one of the most environmentally-friendly ships ever made.

The ship sails primarily under wind power. Its 55m-high A-Frame mast system can carry far more sail than a conventional mast of the same size. This is the first time this design has been installed on a vessel of the Rainbow Warrior's size.

The Warrior does have electric drive engines to help out when the weather isn't suitable, but these are also built with sustainability in mind.

On board up to 59 cubic meters of grey and black water can be stored, avoiding any need for at sea disposal. And a special biological filtering system helps clean and recycle grey water.

The new Rainbow Warrior's eco-credentials include:

- A hull shape designed specifically for superior energy efficiency;
- A-frame mast and sails - optimized for highly effective sailing;
- Electric drive system (10 knots on only 300kW);
- Extended environmental assessment of the ship;
- Highest environmental standards of all engines (IMO Tier-II);
- Green ship class notation with Green Passport;
- Voluntary environmental protection class notation;
- Exhaust gas treatment, minimizing Nitrous Oxide (NOx) emissions and Particulate Matters (PM);
- Biological treatment of sewage and grey water;
- Central filling and venting system for fuel and oils to prevent spills; and
- Environmentally friendly paint system.

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