



## INTERNATIONAL ASSOCIATION OF ANTARCTICA TOUR OPERATORS

11 South Angell Street, Box 302  
Providence, RI 02906 USA

+1 401 272 2152 OFFICE  
+1 401 272 2154 FAX

info@iaato.org | [www.iaato.org](http://www.iaato.org)

*A member organization founded in 1991 to advocate, promote and practice safe and environmentally responsible private-sector travel to the Antarctic*

### ***Clelia II* propeller damaged in Antarctic Peninsula; Returns to Ushuaia safely and undergoes repairs in Punta Arenas**

*For additional information, contact:*

George or Vasos Papagapitos  
Travel Dynamics International  
132 East 70th Street  
New York, NY 10021-5007  
+1-212-517-7555

FOR IMMEDIATE RELEASE...

*January 4, 2010, New York, NY...* At approximately 16:30 local time (GMT -3) on December 26, 2009, in preparation for a passenger landing, *Clelia II* was positioned in the usual landing cove at Petermann Island, Penola Strait, Antarctic Peninsula. At the time, seas were calm, with no swell or wind, and visibility was clear with light overcast.

A stronger-than-anticipated southerly current pushed the ship toward the island. Efforts by the officer of the watch to correct the situation failed, and the starboard propeller struck some rocks. The impact, at 65° 10' S / 64° 10' W, resulted in the shutdown of the starboard engine and the loss of electrical power aboard ship. The port engine, which remained operational throughout the incident, was used to drive *Clelia II* off the rocks to a position approximately one mile from shore, where the port engine was turned off for a full systems check.

*Clelia II's* captain immediately notified the nearest IAATO ship – *Corinthian II*, a sister ship to *Clelia II* under charter to Travel Dynamics International. *Corinthian II* was at Pleneau Island, just eight nautical miles to the north and arrived on scene within an hour.

With the vessel stabilized, the bridge officers instructed the expedition staff to continue with the passenger landing. Using power from the back-up generator, 53 passengers were landed.

When *Corinthian II* arrived, a stern line was attached to the bow of *Clelia II*, and a full systems check was undertaken. By 18:00, an hour and a half after striking the rocks, the port engine was restarted and confirmed to be fully operational. Normal electrical power was restored. The line to *Corinthian II* was released.

*more...*

Passengers from the landing began to re-embark *Clelia II* at 18:15. At 19:30, all passengers were aboard and it was decided that *Clelia II* would proceed north with *Corinthian II* as an escort on the return to Ushuaia. Aboard the *Clelia II* were 65 passengers and staff, and 65 officers and crew.

At no time during this incident was there a threat to human life; passengers and crew were never in danger.

At the moment of impact to the starboard propeller, a trace amount of lubricating oil from the drive shaft leaked into the water. The vessel's Zodiac drivers kept watch as the oil dissipated quickly. There was no other threat to the environment.

Both vessels arrived back in Ushuaia, Argentina, on Wednesday morning, December 30. To ensure that the *Clelia II* was fit for continued service, the decision was made to cancel the subsequent sailing, scheduled for December 29, 2009 – January 8, 2010, and *Clelia II* proceeded to Punta Arenas for work on the damaged propeller. A second expedition, January 8 – 18 has also been cancelled.

###

**Contact details for Travel Dynamics International:**

George or Vasos Papagapitos  
132 East 70th Street  
New York, NY 10021-5007  
+1-212-517-7555

**Contact details for Helios Shipping:**

HELIOS SHIPPING LTD.  
Panos Thermogiannis  
operations@helios-shipping.gr  
Tel: +30 210 4280451  
Fax: +30 210 4280454  
16, AKTI MOUTSOPOULOU  
GREECE  
PIRAEUS  
185 35