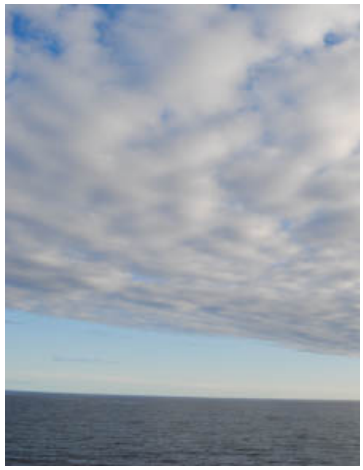
Beaufort Gyre Exploration Project: Dispatch 2: The Louis Moves

Alex Kain
September 18, 2009

At around 8:30 this morning, the engines surged, the water churned, and the *CCGS Louis S.-St. Laurent* began a one-month journey through ice coasting through the ocean, the ship doesn't feel much different when it's in motion. The faint sound of water sloshing against the bow and the o us that we're in motion, but otherwise the generator's hum sounds throughout the lower hallways the same as it did yesterday when we were anc sounds like it's coming from an odd hybrid of a leaf blower and a laser printer.





9 AM: the ship beings moving for the first time on the trip.

Shipboard life continues uninterrupted. Researchers are still unpacking and organizing for tomorrow, when sample gathering and analysis begin convened this morning for a meeting led by chief scientist Sarah Zimmerman. We discussed the everyone's preliminary progress and coordinate tomorrow's deployment of a Conductivity, Temperature, and Depth monitor (CTD) and plankton nets at the mooring site AG-5, in the Amundsen

Chief Scientist Sarah Zimmerman coordinates tomorrow's deployment of plankton nets and a CTD monitor.

Just after lunchtime, all scientists and new crew members followed Derek, the ship's second mate, around the boat for a safety and familiarizatio everyone the ship's alarm system. Among other meanings, a sustained blast signifies fire or man overboard. Seven short blasts followed a susta are doing, find a lifejacket, put on something waterproof and warm, and get to the nearest lifeboat. For practice, everyone donned a waterproof e completely waterproof and functional, could double as Halloween costumes for children dressing as moon men. Derek directed everyone to the l should one never happen, in the event of an emergency. Navigating ice-covered waters presents manifold risks, but everyone feels secure know well prepared for unexpected emergencies.

Contrary to popular belief, these people are not on the moon.

Derek also gave us a thorough tour of the ship, though it remains a confusing multi-tiered network of hallways and stairwells.

Second Mate Derek Magnusson leads scientists and new crew members around the interior of the Louis.

Canadian Coast Guard sailors and Arctic oceanographers consider the *CCGS Louis S.-St. Laurent* the Queen Mary II of the ice-covered world. T scientific labs, equipment, and huge cranes necessary to move all required gear, but it also boasts amenities more common to cruise liners than we saw the ship's gym, sauna, and lounge, featuring an HDTV with a satellite hookup. Above about 79 degrees North, our destination in about a pick up a satellite signal.

The ship's gymnasium also doubles as training ground for the Louis's secret underground fight club.

Dinner progressed with typical conversation until our emergency training suddenly became necessary. The alarm blared in a sustained strident t loss! What cruel, cruel fate! Actually, it was just a drill. As instructed earlier in the day, we put on life jackets, bundled up, and headed to the helic instruction. Next we went to our assigned ship stations to prepare for a pretend evacuation.

Coast Guard Cadets Ryan and Leanne ablaze in the pretend flames.

Tomorrow we plan to meet a fuel barge off the coast of Tuktoyaktuk and fill up the *Louis's* two million liter gas tank, a task that requires most of a million liters of gasoline weighs 700 metric tons and occupies the same volume as 40,000 Honda Civic gas tanks or 25 residential swimming poo to go for the duration of the expedition. In fact, with a full tank of gas, the *Louis* can operate at sea for approximately six months. A fine vessel sh

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Last updated: September 26, 2014

Mail: Woods Hole Oceanographic Institution, 266 Woods Hole Road, Woods Hole, MA 02543, USA.
E-Contact: info@whoi.edu; press relations: media@whoi.edu, tel. (508) 457-2000

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