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Shorelines

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Floating amongst icecubes

Dan Bate

This past summer, Coast Guard Communications Officer, Dan Bate took to the Arctic to discover a different side to a Pacific Region ship.

As the thermometer plummets towards negative degrees and the calendar turns to August, you can only be in one region in Canada—the Arctic.

Several layers, gloves and toque are required wearing as we climb into the MB105 helicopter perched on the flight deck of *CCGS Sir Wilfrid Laurier*. Just fifty meters behind us the Arctic tug *Edgar Kotokak* tows three large barges filled with fuel, vehicles and building materials through a path of broken ice that *Laurier* has forced its way through.

As it makes its way to Kugluktuk, Nunavut, *Laurier* is working as an ice escort, a task not normally associated with Pacific-based vessels, but a common task in the Arctic where *Laurier* and crew make the annual trip north.

Sir Wilfrid Laurier is purpose-built as an icebreaker, so crushing a path through ice isn't a difficult task providing the ice doesn't reach a certain thickness. Other vessels navigating the Arctic aren't necessarily as well equipped. While the tug and tow behind us is built to operate in the Arctic, it has limited tolerance for thick ice flows. Therefore, the tug and tow must follow close behind *Laurier* as we lead it toward its destination.



CCGS Sir Wilfrid Laurier escorts the Arctic tug Edgar Kotokak and barges through the Dolphin and Union Strait, Nunavut, Canada

Plotting a correct course through Arctic ice is very important. A path through very little or weak ice will cut hours off an ice escort, increasing the speed of the ship and saving fuel by using only one of *Laurier's* massive engines. A path through heavy or multiyear ice will slow the ship considerably and may require all three engines, resulting in greater fuel consumption and less efficiency.

Navigating heavy ice flows is tricky. The wind and current shift ice unpredictably, and the depth and degree of degradation between ice chunks differs greatly. *Laurier* must travel 'dead slow' to ensure ice broken by her hull doesn't spin into the path of the tug.

Ice thickness is graded on a scale of tenths, with one/tenths ice being the weakest ice. Ice strength is also affected by...

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the age of the ice. First year ice is relatively easy to break through, while multiyear ice is compacted and very thick, making navigation difficult.

During the Arctic trip *Laurier* has an ice observer (or "ice pick") on board who gathers information from various sources and recommends the best possible route through the ice to the captain and officers.

The ice observer studies satellite imagery that is downloaded to the ship daily. Large electronic images provided by the Canadian Ice Service (CIS) show gradients indicating the size and strength of the ice in the area. If *Laurier* enters an area with little or outdated ice data (over 48 hours old), the MB105 helicopter flies the ice observer out to calculate ice thickness and patterns ahead of the ship's path.



Ice Observer, Benoit Simard (L) and Pilot, Glen Dychuck (R) fly over an area of the Dolphin and Union Strait to observe the ice flows ahead of *Sir Wilfrid Laurier* and the Arctic tug *Edward Kotokak*

Shorelines

Published by Coast Guard Pacific Region to help exchange information and ideas between Coast Guard and you, the people we serve.

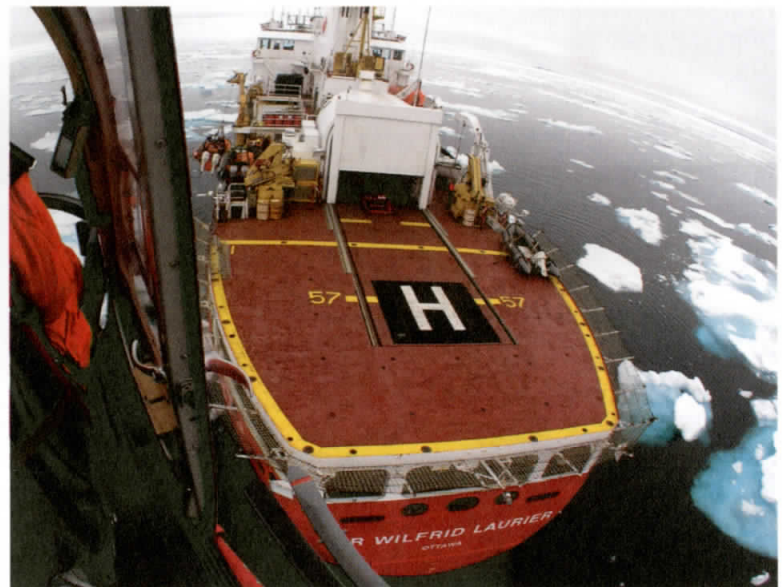
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A Canadian Coast Guard MB105 Helicopter lands on the flight deck of *Sir Wilfrid Laurier* after an ice observation flight over the Dolphin and Union Strait, Nunavut, Canada

While flying high above *Laurier* the Arctic Ocean opens up below us. Various sizes and shapes of ice stretch far into the distance, forming a frigid, glassy seascape on the calm Arctic waters. From 200 ft above *Sir Wilfrid Laurier* and *Edgar Kotokak*, one truly realizes the immenseness and isolation of the Canadian Arctic. Fortunately for the residents of Kugluktuk, NU the pipeline of materials from the south gets through by tug and barge, impossible without the assistance of *Sir Wilfrid Laurier* and the Canadian Coast Guard -even in the middle of August! 

Two Coast Guard Cutters dedicated at the Victoria Tallship Challenge

Dan Bate



CCGC Cape Ann (foreground) and CCGC Cape Edensaw (background), dressed and positioned at the Inner Harbour dock prior to the ceremony

Victoria's inner harbour was the site of the naming and dedication of two new 47-foot cutters, CCGC Cape Ann and CCGC Cape Edensaw. The Honourable Iona Campagnolo, Lieutenant Governor of British Columbia, sponsored both vessels. The cutters were dedicated in an incredible show of pageantry, prior to the start of the Victoria Tallship Challenge in June.

With an incredible variety of large and small sailing ships hailing from as far away as Russia and Mexico as the backdrop for an important nautical event, the inner harbour was decorated with flags and red carpet for the event.

The Honourable Iona Campagnolo was piped in, accompanied by her aide de camp. The Honourable Norman Kwong, Lieutenant Governor of

Mike Mitchell

Alberta and his wife attended. It was an impressive entrance of the official party.

The crew of CCGS Sir Wilfrid Laurier formed an honour guard, while CFB Naden Military Band provided musical accompaniment at the naming and dedication. On the seawall above the ceremony, the entire inner harbour was filled with onlookers attracted to the bright, freshly painted cutters, the ceremonial music and the incredible show of pageantry.

"It is a long time since our Coast Guard has enjoyed a tangible expression of the respect in which the service is held locally," said Hon. Iona Campagnolo. "I would like to commend all those whose decisions have led to the manufacture and deployment of this new equipment and to this happy day."

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Mike Mitchell

On the first swing, Her Honour breaks a champagne bottle over the bow of CCGC Cape Edensaw, while Her Honour's Aide de camp, Max Birch looks on

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With the crack of the champagne bottles over the bows of each of the cutters (on the first swing for both vessels!) the ceremony wrapped up. After some mingling on the dock and a reception at the Victoria Union Club, the crew prepared for business.

The ceremony was an incredible success, marking the beginning of a reinvestment that is being made in the Coast Guard and demonstrating the immense pride Coast Guard employees have in their organization.

Coast Guard played an important and very visible role throughout the Victoria Tallship Challenge. The newly named and dedicated CCGC *Cape Ann* hosted media, Victoria Police and Coast Guard employees and their families.

For Officer-in-Charge Clay Evans, the experience was enjoyable. "It was a great experience for Victoria base staff to interact with the new lifeboats, and it's a chance for the City of Victoria to see one of Coast Guard's newest vessels," he said. 🚢



Mike Mitchell

Her Honour, Iona Campagnolo congratulates Officer-In-Charge (OIC) Sid Jones following the ceremony



Canada Post honours Canada's SAR services

Canada Post on June 13 unveiled sets of four domestic rate stamps that pay tribute to Canada's search and rescue (SAR) services, of which the Canadian Coast Guard is an active member.

The unveiling took place at Canadian Forces Base Esquimalt, and it was accompanied by a SAR demonstration to reflect some of the sentiments of the stamp set.

For the demonstration, a Canadian Forces CC115 Buffalo aircraft from 422 Squadron in Comox dropped two search and rescue technicians (SARtechs), who were recovered by CCGC *Cape Ann*, and in turn were transferred to shore via

Coast Guard Hovercraft *Siyay*. The wind was strong and the Buffalo circled several times before the two SARtechs were allowed to jump, but the demonstration went off without a hitch.

The design of the four stamps, by Montreal's François Dallaire, showcases the multiple aspects of search and rescue: an alpine rescue, a rescue from sea, a rescue by air and a ground rescue. The powerful designs admirably reflect the services of those agencies that have saved so many people from natural disasters and accidents. 🚢



CCGS *WE Ricker*, like many other Pacific fleet vessels, proudly displayed its ships dressing on the morning of April 1st to commemorate Coast Guard's first day as an SOA

A new era for Coast Guard as it transitions into an SOA

On April 1, 2005, the Canadian Coast Guard became a Special Operating Agency (SOA) within Fisheries and Oceans Canada, making the Coast Guard the largest Special Operating Agency in Canada. The transition to a Special Operating Agency means that the Canadian Coast Guard will be able to focus on what it does best – provide essential and valuable services to mariners in Canadian waters.


"The new Special Operating Agency status gives the Canadian Coast Guard the opportunity to focus its resources on what it does best – providing top-notch marine services throughout Canada," said Minister of Fisheries and Oceans, Geoff Regan. "The change will also position the CCG to respond to its enhanced role under Canada's national security agenda, while improving traditional services through continuous renewal."

The SOA status will allow the Coast Guard to seek more authority and flexibility to be more business-like and to deliver services more effectively to its clients. In addition, it will allow for greater control of its financial resources.

By making the Coast Guard an SOA, the Government of Canada has acknowledged the importance and unique status of the Coast Guard. At the same time, it has affirmed that the Coast

Guard, as an integral part of the delivery of the DFO program, will remain within DFO. The Coast Guard makes up almost a half of Fisheries and Oceans Canada and plays a number of roles in the department's mandate – from scientific research, to conservation and protection to helping ensure maritime security. That important role within DFO will continue.

In continued recognition of the importance of the services the Canadian Coast Guard provides, the Government of Canada, in its recent budget, invested \$276 million over five years in the Coast Guard's fleet for the acquisition of six new vessels. This year, funding was announced for three new vessels destined for the Pacific Region: a fisheries-research vessel, and two mid-shore marine security vessels.

In recognition of the event, SOA kick-off sessions were held at Coast Guard offices in Vancouver, Victoria and Prince Rupert. Coast Guard fleet vessels also took part in the announcement dressing fleet vessels to mark the event. The change to SOA status, marks a milestone for the Coast Guard. Now, more than ever, the Coast Guard has increased autonomy over its funding and operations, a transition which strengthens the organization for the benefit of its employees and clients. 



Mike Mitchell

Assistant Commissioner, Terry Tebb (L) and DFO Pacific Regional Director General, Paul Sprout (R) cut the cake at the Victoria Base SOA kick-off

Mayday on CCGS Sir Wilfrid Laurier

Captain Mark Taylor

It's not often that a Coast Guard ship is the scene of a search and rescue incident, but on April 14, 2005, that is exactly what happened on board *Sir Wilfrid Laurier*.

After fighting the weather for 2 ½ weeks, during which time *Laurier's* white crew delivered 170,000 litres of fuel to west coast light stations and SAR stations, relieved three whistle buoys, and serviced an AES buoy, it was a welcome day to see light easterly breezes accompanied by a low westerly swell. Fuelling of Pachena light station with 22,000 l went smoothly, and *Laurier* turned south to do one more barge load of 15,000 l to Carmanah at the entrance to the Strait of Juan de Fuca.

Suddenly, a Mayday was sent from the crew's mess, followed by a page throughout the ship for rescue specialists to proceed to the mess. Then came a page for jump kits to be deployed.

This Mayday call was not a typical one, and it came in the form of breaking glass. Rescue Specialist Theresa Curtiss had been walking along the gangway of the main deck when she heard a dish break in the crew's mess. She immediately investigated "to see what the cook had done now!" and found second cook Herb Lynch lying on the deck in the centre of the mess room. She immediately made the pages, and the rescue unfolded in the ensuing minutes.

The four rescue specialists began administering first aid. Finding no pulse, they began manual CPR as they hooked up the automatic electronic defibrillator (AED). It was obvious that Herb would need emergency transport to a hospital, so the call was made to the bridge, who contacted Tofino Coast Guard Radio to initiate a Medevac.

The AED detected a rhythm and did its automatic preparation for administering the impulse. Two shocks were ultimately delivered, the first less than five minutes after Herb went down.

The rescue specialists found a pulse after the second shock, and they stopped the chest compressions. They continued to ventilate Herb and monitored his vital signs for changes.

A phone patch was established with Emergency Health Services and Rescue Specialist Greg Swift relayed the history, vital signs and treatments given. Meanwhile, the crew prepared Herb for transport via helicopter.

The bridge had determined that helicopter CG 304, a Bell 212, was near Tofino, and would be enroute as soon as it was fuelled. USCG Air Operations at Port Angeles were contacted to see if they could arrive faster. Their flight surgeon directed the responders to administer the ship's nitro-glycerine, to assist with Herb's recovery.



Eric Manchester

Rescue Specialists, Theresa Curtiss (front row right), (second row L-R) Greg Swift, Ian Copping and Harold Sloman stand in support with their crewmate Herb Lynch (front row left) just after the incident

Over the next 10 minutes Herb regained consciousness and became lucid. By the time he was ready to be airlifted, he was joking with his lifesavers. CG 304 was on deck 59 minutes after the initial page, and Herb was flown to Royal Jubilee Hospital where an angioplasty was performed and a shunt inserted.

Analysis of the AED electrocardiogram (ECG) and discussion with the emergency room physician revealed that Herb had suffered a greater than 90% blockage of a main coronary artery, resulting in what the physician termed a "widow maker" or "the big one."

AED have been carried in the Pacific Region since 2003, and although they've been used eight times since, this was the first time a life was saved in a rescue situation.

The Rescue Specialists and AED were both placed on the ships in order to respond to SAR incidents, with the added benefit of being able to respond to medical emergencies on board for crew members. In this case, the quick response of Rescue Specialists Theresa Curtiss, Harold Sloman, Ian Copping and Greg Swift, and the AED brought Herb back from the "almost dead."

Herb was released from hospital five days later and has made a full recovery. His Newfoundland sense of humour and expertise at baking was missed, but thanks to his strong will, this integral member of the crew is back aboard ship. 🚢

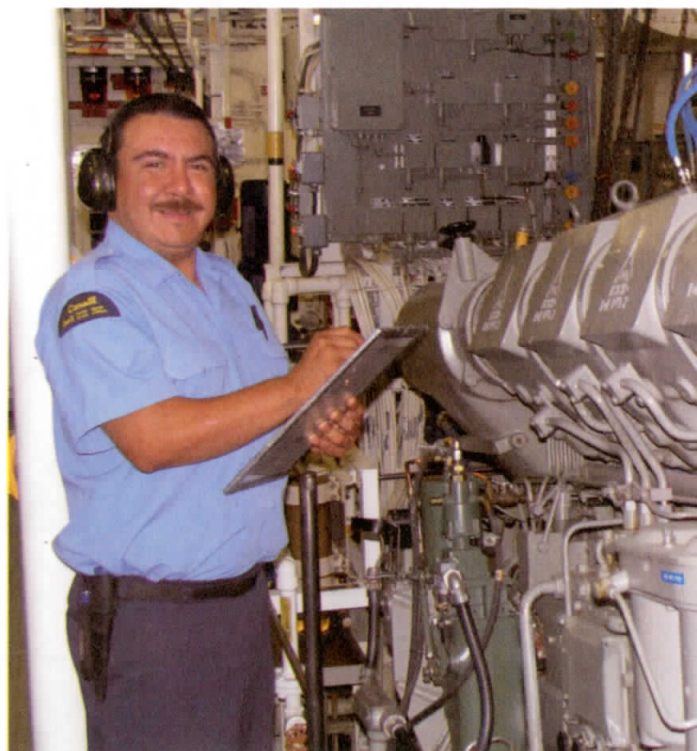
Coast Guard Tseycum First Nation work experience project

Dan Bate

June 25, 2005 marked the beginning of a new program designed to strengthen Coast Guard and First Nations relations. The Tseycum First Nation proposed a work experience project in which six Tseycum would work on Coast Guard vessels and in shore positions.

The initiative would help develop an understanding of Coast Guard for the participants and increase the cultural awareness of the Tseycum First Nation for Coast Guard.

It was agreed that while no indeterminate job offers would be presented at this time, it would be a beneficial method of training Tseycum First Nation candidates for the marine industry, while developing a pool of trained persons who would be ready to go to work should positions become available with Coast Guard.



Dezie Maltos of the Tseycum First Nation, inspects one of the two Deutz diesel powerplants aboard CCGS Gordon Reid

There has been very positive feedback from both the participants and the people working with them both on shore and at sea. "The officers and crew of the red crew of CCGS Gordon Reid and the officers and crew of the white crew of CCGS Tanu are doing a wonderful job of teaching and mentoring the participants," said project co-ordinator Lynda Hendrickson. "The participants have blended in well with the new 'sea phase' way of life and are pleased with the new skills they are learning as well as the opportunity to train with Coast Guard both ashore and at sea. Two have completed their shore phase with Vessel support and both parties were very enthusiastic about their time at IOS. Four have done their shore assignments with Logistics at the Coast Guard Base and once more it was a very positive experience for all."

The work experience project wraps up in January. At that time, all the participants, Tseycum officials and Coast Guard officials will meet for a debriefing of the project.

Coast Guard wishes the Tseycum participants success in their work experience project. 🚢



Michael Jimmy of the Tseycum First Nation work experience program, operates equipment on the foredeck of CCGS Gordon Reid

Security -The way ahead

Captain Mark Taylor



Department of National Defense

A Canadian Navy RHIB and boarding crew circles *M/V Proton* (alias *CCGS Sir Wilfrid Laurier*) during Operation Sea Barrier

During the week of Feb 20th to 28th *CCGS Sir Wilfrid Laurier* was tasked to participate in a number of training exercises involving the RCMP, Navy, Canadian Border Services Agency, and the United States Coast Guard. The object of the multi-department exercise, known as Operation Sea Barrier, was to test the capabilities of Canadian departments to track and board suspected terrorist vessels.

On Tuesday Feb 22nd, *Laurier* worked a whistle buoy on the west coast of Vancouver Island at Ucluelet. From here we headed west and entered a fog bank and emerged as the *Motor Vessel Proton*, inbound to Vancouver from Abu Dhabi. Routing in was as per normal, with Traffic call-ins and comms with area vessels using the *M/V Proton* alias. From time to time we transmitted a coded message to our sister ship the *M/V Neutron* (alias *USCGC Henry Blake*), which was operating in the same area.

On the morning of the 23rd, while off Victoria, we rendezvoused with the *Neutron* and transhipped some "migrants" and "ammunition" over to the vessel. As a result of some delays in the

evolution of the exercise ashore, *M/V Proton* and *M/V Neutron* had to make some small talk on the radio to disguise the illegal transfers that were going on. This allowed some excellent bantering back and forth around Canadian supremacy at hockey in recent years at the world and Olympic levels.

Meanwhile, the Navy and RCMP who had been compiling intelligence and monitoring communications and activities through the night, boarded the vessel. They instantly realised that the search of a ship of this size was no quick matter and had to ask for additional boarding parties.

The equipment, techniques and skills exhibited by the groups participating in the ongoing training was amazing to all crew on board. As Coast Guard enhances its security role, the need for discretion of the details of operations is paramount to ensure that during real incidents safety and security are not compromised. As a result limited photos of the operations were allowed and exact details of the evolutions cannot be released.

The crew of *CCGS Sir Wilfrid Laurier* were effectively able to demonstrate how valuable the ship and its crew are in security operations. The exercise demonstrated that the Coast Guard has the right expertise in marine security from boat handling and equipment, to its capability of handling the various requirements the different agencies have in carriage of personnel. Shore side personnel also demonstrated this attitude with Kevin Tomsett's expertise in Rigid Hull Inflatable Boats (RHIBs) and Malcolm Ross's expertise in communications being called upon to assist the team. *Laurier's* crew looks forward to future training with all levels of security agencies to maintain this level of co-operation and expertise. 📌



Department of National Defense

Canadian Navy boarding crew prepares to board *M/V Proton* during Operation Sea Barrier

MCTS detective work helps net overboard boater

Dan Bate with notes from Marc Simpson

Every summer one or two boating incidents catch the eye of the media. This year, the nine metre sailing vessel *Benedicte* and its occupants became a brief media sensation that thrust Coast Guard efforts into the spotlight.



This photo, taken from CTV Chopper 9, shows the S/V *Benedicte* under tow after the incident

The incident started at 2:00 a.m. on July 13. Marine Communications and Traffic Services (MCTS) Officer Liane Funk was working in the Bowen sector of Vessel Traffic Services. She noted an unidentified southbound contact in the northbound lane near the Sandheads. Liane diligently tagged the contact.

At around 4:20 a.m. the tug *Seaspan Challenger* was in the vicinity of the Sandheads and reported that a poorly lit sailing vessel was approaching the breakwater under sail and that they would likely run aground if they continued on their present course. The Joint Rescue Coordination Centre (JRCC) was advised of this concern and MCTS continued to monitor the sailing vessel's progress.

At 4:41 a.m. the sailing vessel *Benedicte* called MCTS Vancouver to report the vessel was aground. The occupants of the vessel were clearly disoriented and advised they had just woken up and casually mentioned that "apparently we have a crewmember overboard."

Benedicte crew advised MCTS that the missing woman was last seen onboard one hour ago and provided a description of her. At 4:44 a.m. the alarm rang out. *Coast Guard hovercraft Penac* was tasked to begin the search.

Thanks to Liane's earlier decision to tag the contact, Marc Simpson, MCTS Victoria watch supervisor was able to create a track printout of the *Benedicte's* course toward the breakwater. This information proved invaluable, as the search effort was focused on the Sandheads area.

Captain Sue Pickrell of *CCGH Siyay* commended the two for their initiative in tracking the vessels path. "It was an incredible piece of detective work which was extremely important early on in the search effort," she said.



Canadian Coast Guard Hovercraft *Siyay* races across the mudflats surrounding Richmond to join in the search for the woman who fell overboard from the S/V *Benedicte*

The search continued throughout the morning with several vessels, *Rescue 904* and later the *hovercraft Siyay* with the day crew onboard.

The airwaves were alive with communications and hourly broadcasts for assistance, and the sailing vessel *Marinka* was aware of the SAR activities. *Marinka* cleared Porlier Pass and was proceeding to Steveston, keeping lookout for clues that could help locate the missing woman. At 12:07 p.m., just as *Marinka's* two sailors were preparing to start the main engine, they heard a woman yelling for help. They were able to get the woman onboard and contacted Victoria Coast Guard Radio.


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CCGH *Siyay* confirmed hopes that the woman had been found alive and well. The hovercraft was on scene with *Marinka* within minutes to begin first aid treatment. Ivana Slovarich was conscious and hypothermic but otherwise in good condition.

Ivana had apparently drifted about eight miles in seven hours in 16° to 18° C water. Doctors would later dispute this claim, saying she would not have been able to survive in those conditions for that period of time. When she was taken aboard the hovercraft she told them that she had given herself another 15 minutes of swimming and had planned to give up due to exhaustion. The two sailors onboard the *Marinka* were truly her guardian angels.

MCTS Watch Supervisor Marc Simpson commended Liane Funk's actions early on in the incident. "I have no doubt that the fact that Liane had tracked this vessel's odyssey well before things went awry eventually aided in this woman's survival. Liane's diligence and efforts are commendable," said Simpson.

The RCMP later confirmed that alcohol was a contributing factor in the incident. Fortunately the search effort was successful thanks to the work of MCTS, JRCC, both hovercraft crews from Coast Guard Station Sea Island and the assistance many other vessels and resources. The combined efforts of the search and rescue network and private sailors all came together to save a life that day. 



CTV.ca

This photo, taken from CTV Chopper 9, shows the recovered woman aboard a Canadian Coast Guard Auxiliary RHIB



CTV.ca

Following the incident, the woman was transferred from CCGH *Siyay* to waiting BCMA ambulance's at Canadian Coast Guard Station Sea Island



From the bridge of *Canadian Coast Guard Hovercraft Siyay*, Captain Sue Pickrell and crew were able to use the information provided from MCTSO Liane Funk's observations and Marc Simpson's tracking to narrow down the search grid in the effort to find the missing woman

Rick Mercer's Monday Report from the deck of *Sir Wilfrid Laurier*

Dan Bate



Rick Mercer's Monday Report

A shot taken from *Rick Mercer's Monday Report* on the dock adjacent to Canadian Coast Guard Station Port Hardy

It's not often that a Coast Guard ship plays host to a Canadian celebrity (or close to it). Last spring, however the *Sir Wilfrid Laurier* - Red crew, played host to Canadian comedian Rick Mercer of CBC's Monday Report with Rick Mercer show.

The piece, taken while *Laurier* was on program at Scarlett Point lightstation, focused on "What the Coast Guard does." Rick interviewed Captain Norm Thomas, Logistics Officer Don Matthews, a Kuwaiti trainee and several other crew members through the segment.

Highlights of the show included investigating the Captain's cabin and the mysterious red light held within, and watching Don Matthews explain that the widescreen TV in the lounge wasn't supplied by the Coast Guard – but that it was money bought from the ships canteen fund. Rick "helped" to refuel the lightstation, by climbing on a fuel barge as it was lowered into the water, but was spooked by the wave action as it touched down onto the water.

The piece ultimately was a quick light-hearted look at life onboard a Coast Guard ship providing some great national media coverage. Thanks to some great work by the Regional Operations Centre, and the Communications Branch, Coast Guard Pacific Region was honored to have Rick Mercer onboard. 📺

To view the show on the Internet go to:
http://www.cbc.ca/mondayreport/videos/coast_guard.vwx



Rick Mercer plays it up for CBC cameraman Don Spence as the filmcrew are loaded into a RHIB for the trip back to Port Hardy



Coast Guard Communications Officer Dan Bate (L) and Rick Mercer (R) during filming off Scarlett Point

CCGC Cape Ann

47 ft Multi-Task High Endurance Lifeboat



Mike Mitchell

Call Sign: CFG 7741
Official Number: 826525
Port of Registry: Ottawa
Patrol Area: Shore based lifeboat providing response to local inlets, inshore and nearshore waters from assigned CCG station. Total fuel range in optimum conditions at cruising speed: 200nm.
Certification: Home Trade Class II, limited to 50 nm offshore.
Built: 2004 - Victoria Shipyards, Victoria BC
Description: High speed self-righting MLB, Home Trade Class II vessel with sea keeping ability to sea state 5.
Duties: Search & Rescue, Fisheries Patrol and Enforcement, Pollution Response, and other tasks as required by Fisheries and Oceans Canada and Canadian Coast Guard Programs.
Crewing: Staffed on an 8 hour day with 16 hours stand-by.

Displacement: 21 tonnes
Draft: 1.37 m (4.5 ft)
Length: 14.36 m (47' 11" 7/8 ft) **Breadth:** 4.7 m (14 ft)
Crew: Crew of 4
Survivor Capacity: 5 people
Propulsion: 2 x Caterpillar 3196 geared diesel engines with two fixed-pitch, four blade propellers.
Horsepower: 671 kW (900 HP)
Max. Speed: 25 knots (46.3 kph / 28.8 mph)
Cruising Speed: 22 knots (40.7 kph / 25.3 mph)
Fuel Capacity: 1450 litres (318.96 imp gals.)
Water Capacity: 22.7 litres (4.84 Imp gals.)
Electrical: 2 engine-driven 120V AC generators, 5kW each.
2 shaft-driven 24V DC generators, 280 Amp each.
Towing Capability: 2 nylon braid. 150 tons displacement.
Auxiliary Equipment: 1 Zodiac G380 with Auto Inflation & 15 H.P. motor.