

Ship Report Transcript

Tuesday, May 28, 2024

By Joanne Rideout

All rights reserved. No use without permission. © 2024. Joanne Rideout/The Ship Report.

It's time for the Ship Report the show about all things maritime. I'm Joanne Rideout. It's Tuesday, May 27th, 2024. I hope everyone had a wonderful Memorial Day weekend.

Well, in our marine weather, we have a trough moving east into our waters this morning with elevated winds, but little to no impacts are expected from that. More active weather will return near the end of the week. Today's forecast includes southwest winds 5 to 10 kts, seas 3 to 5 feet.

We'll have waves from the southwest, two feet high at 4 seconds apart and also waves from the west, five feet at 12 seconds. And rain is in the forecast.

Well, we're going to look at our ship schedule a bit here and then I'm going to talk about another distressing thing that has happened on one of our area beaches. We've been dealing with oil spill issues, with oil soaked birds. And now there's a dead whale on the beach in Manzanita. Cause of death unknown so far. That remains to be seen.

But first, let's continue with our ship schedule for the day. On her inbound hours, we have the messy magnitude seven arriving from Vancouver, British Columbia, headed for Portland. She's a container ship. She will pass Astoria around 2 a.m. and probably be at the Port of Portland by 8 a.m. this morning. The New First is arriving from South Korea, headed to Vancouver, Washington. She could be bringing in wind turbine parts, passing Astoria around 3:30 a.m. and in Vancouver by 9:30 this morning.

The Hakata Queen is arriving from South Korea, headed for the Astoria Anchorage. Ultimately, she'll head up to Kalama to pick up corn, soy or wheat. Look for her in Astoria's Anchorage by about 6:30 this morning, the Kitakami River is arriving from Japan, headed for Portland. She could be bringing in a cargo of cement, delivering that to a berth in Portland, passing Astoria inbound around noon time in Portland by about 6 p.m..

The Green Wave is a car carrier arriving from Japan, headed for Vancouver, Washington. She will be delivering Subarus to the Port of Vancouver and she will pass Astoria around 1:30 p.m. and be in Vancouver by about 7:30 p.m..

Then we have the ATB Island Monarch arriving from Vancouver, B.C., headed for Portland. She's bringing in a cargo of refined petroleum. Probably jet fuel, could be gasoline, biodiesel - could be one of those cargoes - passing Astoria around 1:30 p.m. and in Portland by about 7:30 p.m..

And we have the Hako. She is arriving from China, headed for the Crims Island Anchorage, that is a little bit downriver from Longview. She'll be picking up wheat eventually upriver. She will pass Astoria around 7:30 p.m. and will be in the Crims Island of Anchorage by about 10:30 p.m..

And you can see that Anchorage sometimes when you're driving on the north side of the river, say, between Cathlamet and Kelso. And you'll notice it by the fact that there may be a ship there and all of a sudden you'll, you know, come around a curve and see a big ship there right offshore. It's kind of

interesting to see that ship, those ships rather close to shore there in that anchorage. And that is a government designated anchorage. That is a place where ships are allowed to stop. They aren't allowed to stop just anywhere, only in a few specially designated Anchorage areas on the river.

Well, our outbounders, we have the ATB Innovation. That's an articulated tug and barge rig leaving Portland, brought in refined petroleum for delivery, leaving around 6 a.m.. She could pass Astoria outbound around noontime.

The ANSAC Wyoming is heading out of Portland, soda ash on board there, leaving the Port of Portland around 1 p.m., passing Astoria outbound around 7 p.m.. The Courageous Ace is leaving Vancouver. She brought in Subarus, leaving around 3 p.m., passing Astoria outbound around 9 p.m.

And those car carriers that come in generally deliver part of their cargo to either Vancouver or Portland. And so they kind of do a run along the coast to different ports sometimes Puget Sound area and here in California, and delivering part of their cargo in each place and then they head back to Asia.

Then we have the Nilos leaving Portland, carrying wheat, leaving around midnight, passing Astoria outbound around 6 a.m. on Wednesday.

In our Astoria Anchorages, we have the CS Jinan headed for Vancouver to pick up wheat. She'll leave around 11:30 a.m., be in Vancouver by 5:30 p.m.. The Yin Shun is headed for Kalama from the Astoria Anchorage. Corn, soy or wheat will be her cargo. They're leaving around 12:30 p.m. from the Astoria Anchorage will be in Kalama by about 5:30 p.m..

That leaves four ships awaiting orders in Astoria's Anchorage. They are the C.S. Olive, the Light Nenture, the Hakata Queen and the Daria Heera.

So some distressing things have been happening on area ocean beaches recently. Oil soaked birds from a spill. And authorities have yet to track the source of it. I hope to have more info for you on local efforts to help those birds this week.

Now we have a dead humpback whale on the beach near Manzanita. According to news reports, the whale is over 30 feet long and came ashore about a mile north of the Nehalem jetty in Nehalem Bay State Park. Experts were examining the whale carcass yesterday to see if they could determine a cause of death. They're asking people to leave the dead whale alone and keep pets away.

During the past year and a half, four dead whales have washed up on area ocean beaches. In February, a young fin whale washed up on the beach in Warrenton, near Astoria. In January of 2023, three dead whales washed up on the Oregon coast. Within a span of about a week, two of those were gray whales and the other was a 40 foot sperm whale.

In March of this year, the Los Angeles Times reported on what was described by NOAA (that's the National Oceanic and Atmospheric Administration) as an "unusual mortality event" that led to hundreds of gray whale carcasses washing up on West Coast beaches south of us here.

The cause? Too little food available along their migratory route. Now, Noah says that event which the agency began tracking in 2019, has ended.

As far as direct human threats to whales, vessel strikes and entanglement in fishing gear are the greatest human caused threats to large whales.

Friend of the Sea is currently a project of the World Sustainability Organization that's an international NGO whose mission is to promote environmental conservation. They reported that experts estimate that at least 20,000 whales are struck and killed by cargo crews and fishing ships. Fatal collision rates in high risk areas have almost doubled in the past 40 years, and whale populations have been reduced by 50%.

It's a difficult situation all around. Whales can be difficult to spot for vessel operators because they're not always clearly visible from the surface. Ships hulls can extend more than 30 feet below the surface of the water, and even if the vessel operator can see a whale clearly, there may not be time to take action to avoid a collision.

And it's also important to say I think that whales die of natural causes, whales die of old age, and from predation from other creatures that live out there in the ocean.

We won't know the cause of this whale's death until the investigation is conducted. I'll share that information as soon as I have more to report.

You've been listening to the Ship Report the show about all things maritime. I'm Joanne Rideout. You'll find ship schedules and a podcast of this program on my website at shipreport.net.

Ship Report Podcasts also on Apple and Spotify. You'll find marine weather and links to ship schedules and more on my Ship Report Facebook page. Transcripts of the show are available with podcasts.

Thanks for listening and have a great day.