

Ship Report Transcript
Monday, June 10, 2024

By Joanne Rideout

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It's time for the Ship report the show about all things maritime. I'm Joanne Rideout. It's Monday, June 10th, 2024.

Well, today I thought we would start out with the Rose Festival fleet ships that are heading downriver today from Portland. There are three of them, one U.S. Navy ship and two Canadian Navy vessels. They'll be leaving in the morning and traveling on the river all day. It looks like the Canadian Navy ships will travel down river, go past Astoria and head out to sea. And the U.S. Navy ship will stop at the Port of Astoria if I'm reading my information correctly. Now, the fleet ships will be departing from Tom McCall Waterfront Park in Portland. That's where the Rose Festival fleet has been docked for the weekend for public tours as part of the festival.

First out will be the USS Montgomery. She's a U.S. Naval littoral combat ship. That means her role in the Navy is in coastal defense or near-shore operations. She will leave Portland around 9 a.m.. It can take ships about 8 hours to get down river from their berths on the seawall there. She will probably arrive at the Port of Astoria around 5 p.m., maybe earlier, depending on her speed on the river. The Canadian ships, the H.M.S. Yellowknife and the HMAS Edmonton will leave soon after the Yellowknife departing around 10 a.m. and the Edmonton around 10:30 a.m.. They will probably pass our story outbound around six or 630, headed for the Columbia River Bar. And these two ships are classified by the Canadian Navy as coastal defensive vessels and that acronym in front of their names, H.M.S. s stands for Her Majesty's Canadian Ship.

If you'd like to take photos of these ships as they go by or just see them and you're somewhere between Portland and Astoria on the river, you can follow them on Vessel Finder or Marinetraffic.com. But instead of seeing their names to identify them, you'll see U.S. Gov. Go vessel or cd end for Canadian warship. So be aware that they'll be designated differently on those apps than the cargo ships we see there, which are usually designated by their names.

Now, somewhere in the mix may be the U.S. Coast Guard cutter John McCormick, which I believe is from Alaska. She also came upriver for the Rose Festival. She is U.S. military and Coast Guard. And so she may not appear on any schedules and may not take a pilot on board. So if you see her going by on the river, consider yourself lucky to have spotted her.

Well, let's take a look at our our regular ship schedule. Aside from the Rose Festival fleet ships. But let's start with marine weather. We have a phenomenon happening, even though the schedule, even though the forecast calls for sunny weather of the sort of marine layer, kind of foggy phenomenon that's happening in the mornings here that may or may not burn off in the afternoon. And that's been referred to by meteorologists, Cliff Mass as something called June gloom. On Cliff Mass's weather blog. He says during June gloom periods, the northeastern Pacific fills with low clouds which push into western Washington and Oregon. In fact, the whole West Coast can suffer from this affliction.

And in his most recent blog post, last week Feels was a podcast. You might want to check that out. Cliffmass.com. He talks about that phenomenon. And so we've been seeing it the past few days where, you know, the mornings are just kind of gloomy and then it kind of burns off in the afternoon. So let's keep our fingers crossed for the burning off in the afternoon part. But anyway, that's what we've been

seeing out there for the past couple of days. We have high pressure that will strengthen over our coastal waters into this morning before a weak cool front moves through early tomorrow.

High pressure will return on Wednesday with gusty north winds developing and in the forecast today, we can expect northwest winds 5 to 10 knots, seas 3 to 5 feet. Wave detail waves from the northwest, two feet high at 4 seconds apart and also from the west, five feet 10 seconds. And we have a chance of drizzle after midnight and that that at so many seconds in that wave forecast is how many seconds between the wave crests. So it gives you an idea of how turbulent it will be out there on the water. So a longer wave period as that seconds is called, means a gentler ride. If you have, say, ten foot seas that are, say, 10 seconds, 5 seconds apart, that's really choppy. But the longer the wave period, generally, the more gentle it is out there. And so the wave height and the period between the waves, both affect the conditions for people out there and vessels. And that's why it's important information.

Let's take a look at our other ships are inbound. Today, we have a bulk carrier called the Alexandros P arriving from China, headed for the Astoria Anchorage. She's going to drop her anchor there for a while and wait. She will eventually go upriver to pick up potash at the Port of Portland. She will be in Astoria is Anchorage by about 2 p.m.. And when ships are there in the anchorage, they are waiting for a bit often to wait for a berth up river to open up. So they have to stop and wait for somebody else to move out of the berth they're headed for. They also undergo inspections of various kinds of their cargo holds and take care of paperwork because these are foreign flagged vessels in general coming into the river. And so there's a lot of protocols they have to satisfy when they come into a U.S. port.

So a lot of that takes place in the anchorage while these ships are waiting out there. So even though it looks like they're just sitting there, a lot is going on on those ships that are sitting in the anchorage. Next inbound is the Seaways Frontier. She will be arriving from San Francisco, headed for Portland. Refined petroleum there. She's delivering that passing a story at around 8:30 p.m. in Portland by about 2:30 a.m. on Tuesday. Probably diesel, jet fuel, biodiesel, something like that. The Saldanha Bay is another boat carrier arriving from Seattle headed for the Longview Anchorage. She'll be picking up petcoke at the Port of Longview. She will pass our story around 8:30 p.m. and be in Longview by about midnight. In our outbound hours, we have the East Bangkok bulk carrier carrying wheat, leaving the Vancouver Anchorage leaving Vancouver around 5 p.m.. Look for her to pass her story outbound around 11 a.m.. And of course we have the USS Montgomery. The H.M.C.S. Yellowknife and the H.M.C.S. Edmonton. That will be between 9 and 1030 heading heading out of Portland from the seawall there. I talked about those earlier.

And then we have the Hakata Queen leaving the Vancouver Anchorage carrying wheat, leaving around noontime, passing a story outbound around 6 p.m., the ATB Cape Ann, the articulated tug and barge rig the Cape Ann leaving Vancouver's Anchorage. She brought in refined petroleum, leaving around noon time, passing a story outbound around 6 p.m. and another ATB rig, the Gulf Reliance leaving Portland, also refined petroleum there, leaving around 2 p.m., passing Astoria outbound around 8 p.m..

The Silver Queen is heading out of Portland. A car carrier with brand new Hyundai is on board, leaving around 3:30 p.m.. We could see her pass Astoria outbound around 9:30 p.m. and in our Astoria Anchorages we have the glory headed to Vancouver to pick up wheat, leaving around 1:30 a.m.. She could be in Vancouver by 7:30 a.m. and in the in the anchorage awaiting orders, awaiting the opportunity to head up river, to berth, to pick up cargo are the Cape Kennedy and the Proteus.

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