

Ship Report Transcript

Monday, June 24, 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 24th, 2024.

Let's take a quick look at our marine weather forecast, which looks pretty darn good. High pressure will sit over our offshore waters for the next few days while thermal low pressure will hug the far southwest Oregon coast into northwest California. Our weather pattern will change midweek as an upper low shifts into the Pacific Northwest, bringing a weakening front and unsettled weather. So enjoy these next few days of sunshine. Northwest winds today 10 to 15 knots, sees 3 to 5 feet building to 5 to 7 in the afternoon. Wave detail. Northwest three feet at 4 seconds apart and northwest six feet at 11 seconds apart.

Let's take a look at today's ship schedule. In our first encounter for the day is a tugboat arriving from Vancouver, British Columbia, and she'll be in the Astoria area on the lower Columbia at about 4:30 p.m.. She's kind of unusual. So let's talk a little bit more about her. So the General Jackson is a line haul tugboat coming to us from British Columbia.

Now, there are a bunch of different types of tugboats with various purposes. And this one is called a line haul vessel, meaning that she hauls or tows a barge on a cable, a line.

For us here on the Columbia, she's kind of unusual and in terms of a passing commercial vessel. She's a foreign flag tug, and so that means she takes on a pilot, but she's not going to Astoria to anchor and neither is she going upriver. Instead, she's going to Nygaard Logging's Warrenton Fiber facility.

They have a log sorting and storage yard there, along with deepwater and barge cargo docks and a log barking and chipping facility. So if she has a barge with her, it could be hauling woodchips. That's a good guess.

Now, folks in Astoria and upriver may not see her at all. Folks in Hammond and Warrenton might see her go by. The Warrenton Fiber facility is on the river near Tansey Point in Warrenton, which is a little bit downriver from the mouth of the Skipanon River and the Warrenton Marina. And she ought to be there at the Warrenton Fiber facility by about 4:30 p.m. today.

Then we have the Atlantic Tramp. She's a bulk carrier arriving through Japan, headed for Kalama. Her cargo could be steel. In this case, it probably would be big, heavy coils of steel instead of flat, you know, steel rods or steel bars or sheets of steel. This is usually coiled steel, from what I understand. And they have to be lashed down very carefully inside the ship because they have a tendency to roll. So that requires a very careful handling of a cargo like that, because you don't want it moving around. It could destabilize the ship and cause it to even capsize in a worst case scenario. She'll pass Astoria around 5:30 p.m. and be in Kalama by about 10:30 p.m.. The SM Kwangyang is arriving from Long Beach, California, headed for Portland. Containers. She's going to the Port of Portland. So she's a container ship passing Astoria around 10:30 p.m., in Portland at about 4:30 a.m. on Tuesday.

The ATB Innovation is an articulated tug and barge rig arriving from Ferndale, headed to the Vancouver anchorage. Refined Petroleum there, passing Astoria around 12:30 a.m. on Tuesday morning. So a little bit after midnight and in Vancouver by about 6:30 a.m. tomorrow morning.

And we have the Nord Joy arriving from South Korea, headed for Portland. She's another petroleum carrier. A tanker bringing in refined petroleum - could be something like jet fuel, biodiesel, gasoline, even passing Astoria around 1 a.m. on Tuesday morning. And in Portland by about 7 a.m. tomorrow morning.

And in our outbounders we have the ATB rig, the Gulf Reliance owned by Crowley Maritime and also the ATB innovation that I mentioned earlier on the inbound schedule is also a Crowley maritime vessel. But the Gulf Reliance is leaving Portland heading down river. She also brought in some kind of petroleum product, refined petroleum, leaving around 4 a.m. from Portland. She could pass Astoria outbound around 10 a.m.. And the Ocean Jade is leaving Kalama with wheat on board. They're leaving around noontime, passing Astoria outbound around 5 p.m..

And in our Astoria anchorages, we have the Jag Akshay, the Star Sky, the BBG Kuantan, and the Pacific Wealth. All of those vessels are awaiting orders. And so when you see a vessel like that on the schedule that's awaiting orders, it is awaiting the opportunity to go upriver to a berth, in general.

So most of our bulk carriers that come in here are coming in here to pick up cargo. So it's it's an opportunity when you see these when I talk about these ships in the anchorage to talk about the flow of cargo on the Columbia in general, which is that most of our ships come in light and leave loaded. Most of them are dry bulk carriers like these that you see sitting in the anchorages. They tend to be the types of ships that anchor here.

So they will come in, and because there are a lot of them coming in here compared to the other types of ships that we see, they're are the ones most likely to wait. I mean, the car carriers that come in generally do not wait. The container ships do not wait, but there are significantly fewer of those coming in and they generally are spaced so that they do not have to wait for a berth. But the bulk carriers coming in here often do.

So if there's a ship inbound, especially with all the wheat, there aren't that many places on the river that load wheat, but we do load a lot of wheat here. So ships that are coming in to pick up wheat will be the ones most likely to wait. And so they will wait until they may come into the anchorage and need to be inspected, especially if they're coming in to pick up a food cargo like wheat.

They will need to be cleared by the United States Department of Agriculture. So inspectors will go on board and make sure their cargo holds are clean and painted. And so this is to avoid residue from previous cargoes, because these ships, most of them that come in here, switch cargoes in between runs.

So they're ships for hire that could be carrying a mineral cargo one time in corn or wheat the next time. So in between those cargoes, there's a really rigorous cleaning process and painting process. So the cargo holds have to be washed and painted. So sometimes you'll see a bulk carrier sitting in the anchorage with their hatch covers open, and that's probably because they've washed and painted the cargo holds and they're waiting for that to dry. And then they're going to the inspectors are going to come on board. And when they do get the okay, then they can head upriver and pick up cargo. Other things that happened in the anchorages or inspections by the Coast Guard, they can do inspections in the anchorage, although they tend to do things at sea as well. And also ships agents go on board to

handle all the protocol that is involved with bringing a foreign flagged vessel into a U.S. port. And there's quite a bit of it in the the ship. Agents can also help the captain and the crew with things that they might need. And if they report for a while, it might even get them things like pizza and things to make their stay a little nicer.

So there's a lot of liaison activity that goes on when those ships are awaiting orders in the anchorage. So they get all that work done. And then when they go to the port, they just have to be concerned with loading their cargo at the berth so they can leave in there. So there's a lot to be done when a ship comes in here. And when I see those ships waiting in the anchorage, it makes me think of all that. So it's nice to have an opportunity to explain that.

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