

## Ship Report Transcript

Tuesday, June 25, 2024

By Joanne Rideout

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It's time for the Ship Report, a show about all things maritime. I'm Joanne Rideout. It's Tuesday, June 25th, 2024.

Well, look at our marine weather, which is awfully nice yesterday. We have high pressure sitting over our offshore waters for the next few days while thermal low pressure hugs the far southwest Oregon coast into northwest California. This weather pattern will change midweek as an upper low shifts into the Pacific Northwest, bringing a weakening front and unsettled weather. So savor this sunshine while we've got it because it's going to change a little bit toward the end of the week. Nothing too dramatic, apparently, but it might not be so sunny anymore for a little bit. Today we have north winds 5 to 10 knots becoming northwest. 10 to 15 in the afternoon sees 3 to 5 feet. Wave detail north, two feet high at 4 seconds apart and west, five feet at 10 seconds apart.

Let's take a look at our ship schedule, and then I want to talk a little bit about with you today, about transit times on the river and how times can vary so much in how long it takes a ship going from one point to another, depending on what's happening with the weather and with the water and other factors as well. So we'll talk a little bit about that.

But first, our ship schedule. We have inbound the Cosmic Ace arriving from Everett, headed for Vancouver. She could have wind turbine parts on board, passing Astoria around 4 a.m. She could be in Vancouver by 10:00 this morning. The Canada Logger is arriving from Ecuador, headed for Longview. She'll be picking up logs at the Port of Longview. She'll pass Astoria on 8:30 p.m. and be in Longview by midnight. So a big gap between our arriving vessels today.

The Delhi Highway is arriving from Vancouver, B.C., headed for Portland. She's a car carrier with Honda's on board delivering those to the Port of Portland, possibly some Fords being loaded in Portland for export back to Asia. She will pass Astoria around 9 p.m. and be in Portland at the Port of Portland by about 3 a.m. on Wednesday morning.

In our outbounders we have the Jag Ajay leaving Portland, potash on board, leaving the port of Portland around 6 a.m.. She could pass Astoria outbound around noon time. The American Endurance is leaving Portland, refined petroleum. She came in to deliver that into a berth in Portland, leaving around 8:30 a.m.. She could pass Astoria outbound around 2:30 p.m..

The Marvelous Star is a bulk carrier leaving Kalama - corn, soy or wheat on board there, leaving around 1:30 p.m., passing Astoria outbound about 6:30 p.m.. The Sasebo Green is leaving Portland carrying wheat, leaving around 6 p.m., passing Astoria outbound around midnight. The SM Kwangyang is leaving Portland. She's a container ship leaving around 6 p.m., passing Astoria outbound around midnight.

Cape Kennedy is leaving Longview carrying wheat, leaving around 8 p.m., passing Astoria outbound around 11:30 p.m. and we have some vessels in the Astoria Anchorage. All of those ships are awaiting orders. They are the BBG Canton. They are the Pacific Wolf, the Jag Akshay - and so those ships will head upriver to pick up cargo whenever a berth opens up for them when they finish inspections. And a

lot of things that I talked about yesterday on the show about reasons why ships could be in the anchorage when they are awaiting orders. A lot goes on out there, even though it doesn't look like it.

Now let's take a look at transit times on the river and in the ocean regarding ships that are on their way here, for instance.

If you are a regular listener to this show, you've probably heard me talk about transit times for vessels on the river. An example would be a ship passing Astoria inbound, I'd say 9 a.m. and then reaching Colima at 2 p.m.. Those times are based on average estimates of how long it can take to get from one place to another on the river. But they are by no means set in stone.

And so that's why I say on my printed ship traffic schedules that I issue Monday through Friday, that all times are estimates. And I say on the show that ships will be somewhere at about 2 p.m., for instance. The reason for that wiggle room is that there are numerous factors that can affect how long it takes a ship to get from one place to another. And they vary from day to day and from place to place.

Let's use as an example an arriving ship that is out at sea, headed here from, say, the Puget Sound area. As many of our arriving ships are doing, when I traveled as a guest on a cargo ship a number of years ago, I was fortunate to take a transit between the Columbia River and Tacoma as part of that trip. Even though it was summer and the weather was generally good, the ship still ran into significant fog off the coast of Washington. That meant that the ship slowed down quite a bit and sounded its fog signal at regular intervals. That ship had an estimated time of arrival at its destination, Tacoma, which was altered significantly by weather. The people on shore may not have even realized what's happening, whether in general can slow ships down.

A ship in stormy, windy, rainy weather can be going against waves, wind and current and may need to slow down to protect the ship from damage and violent weather. So that, of course, will affect travel time. Ships traveling in the winter in the North Pacific on their way here sometimes experience variable arrival times. Sometimes a ship in one port can experience a change in orders and load more cargo than originally planned. So its departure time at its next port. So its arrival time at its next port will be affected.

These types of reasons are why ships sometimes appear on the schedule for more than one day under arrivals here. And don't make it here exactly as planned on the river. Factors like weather, current tide, water, depth and safety considerations can all affect how quickly a ship travels from one area of the river to another. For instance, a ship heading downriver on an ebb tide with a fast moving current may transit a bit more quickly than one laboring against an outgoing tide heading upriver on a very stormy day at the mouth of the Columbia. It could potentially take a ship two or three times longer than normal to make it to 17 miles from the mouth of the river to Astoria.

Ships also have to limit their speed on the river for safety considerations for people on shore and other vessels, because the ship displaces a lot of water. In fact, an amount of water equal to its own weight. And the turbulence from that called its wake can cause damage. If a loaded ship is headed downriver, low tide may be a consideration. So an outbound ship may stop along the way in an Anchorage area to wait for higher water on the next rising tide. These are all considerations that pilots take into account when they are handling ships on the river. The bottom line for those of us who are on shore watching ships go by is that they are not on set schedules like trains, buses or planes where, you know, they will pretty much be where they say they will be at a certain time. And even those modes of travel experienced delays. So we always have the factor of Mother Nature playing a role in what happens

with ships. The ocean and the river are powerful forces and ships work with them, not against them, to get where they need to be.

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