

Ship Report Transcript

Tuesday, July 30, 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 Tuesday, July 30th, 2024.

So in our marine weather forecast, we have southerly winds giving way to northerly winds as high pressure returns. So there's going to be a big shift in the wind direction from south to north. Expect north winds to peak in strength during the afternoon and evening hours on Wednesday and Thursday. we have south winds today 5 to 10 knots, seas 3 to 4 feet. Wave detail from the south, two feet high at 4 seconds apart. And we have west swells four feet high at 9 seconds apart. A slight chance of rain in the morning and patchy fog in the morning. And then later on, as we head on into through the week, you're going to see those winds shift around to the north.

And today, let's take a look at our ship schedule and then after that, I want to talk a little bit more about fog and fog horns that you'll hear on the river during these foggy times. I had a listener ask me a question about that, and so I thought it would be fun to talk about that a little more as we have these foggy conditions.

But let's take first take a look at our ship schedule. We had the New Boundary arriving from South Korea, headed for the Astoria Anchorage. She got there at about 3 a.m.. She's going to be going upriver to pick up a wheat eventually. The RCC Compass is arriving from South Korea, headed for Portland. Brand new Hyundais on board. She's a car carrier delivering those to the port of Portland. She'll pass Astoria around 1:30 p.m. in Portland by about 7:30 p.m..

The African Petrel is arriving from China, headed for the Longview Anchorage. She is going to be picking up soda ash at Longview and she will pass Astoria around 5:30 p.m. and be in Longview by about 9 p.m..

The Seabulk Pride is arriving from Long Beach, California, headed for Portland. She's delivering refined petroleum, passing Astoria around 10:30 p.m. and in Portland by about 4:30 a.m. tomorrow morning.

In our outbounders we have the CD Huelva, she is leaving Kalama with wheat on board leaving around 7 a.m.. We could see her pass Astoria outbound by noontime. And we have the Green Bay leaving Vancouver with Subarus on board. She came in to deliver those to the Port of Vancouver, leaving around 2 p.m., passing Astoria outbound around 8 p.m. and the Athens Highway heading out of Portland. She has Toyotas on board, delivered some of those to the Port of Portland, leaving around 3 p.m., passing Astoria outbound around 9 p.m..

The BTG Denali is leaving Portland carrying wheat, leaving around 3:30 p.m., passing Astoria outbound around 9:30 p.m.. The Aston Trader is leaving Kalama. She came in to deliver big coils of steel, I think, leaving around 6 p.m., passing Astoria outbound around 11 p.m..

The Astra Perseus is leaving Longview. She came in to deliver industrial salt to Longview at the Weyerhaeuser salt docks. They're leaving around 7 p.m., passing Astoria outbound around 10:30 p.m.. The JOSCO Guizhou is leaving Longview carrying petcoke, leaving around 8 p.m., passing Astoria

outbound around 11:30 p.m.. And in our Astoria Anchorages, we have the Orion heading to the Vancouver Anchorage. She's going upriver to pick up wheat. And this is kind of interesting. She's going to be picking up some of her wheat in Portland. So these bulk carriers have several 5 to 7 cargo, different cargo holds, all that have hatches on deck so you can load different cargoes in the different cargo holds. And so she's going to be loading wheat in Portland. And then I believe she's going to go to Kalama or Longview and Load. I think it's Kalama, and load some more wheat there. So there will probably be wheat in some of her cargo holds for one customer where they picked up the wheat in Portland and then another customer in another port where they picked up the wheat.

So that's just an interesting aspect of the upriver life of ships that we don't tend to see down here in the Astoria area because we just don't see them. And even even upriver, you probably wouldn't notice whether a ship was going to one port or a

So we have some foggy weather in the forecast this week. And in fact, it's not unusual for us to have fog here in Astoria, depending on conditions. Here's a little bit about that. Here's a quote from an assessment by the National Weather Service about Astoria's climate. And it includes a bit about fog.

“When air temperatures drop below water temperatures, fog forms easily and will roll in from the Pacific ocean, the Columbia River and or Young's Bay. This fog will often roll into the airport area late in the afternoon to the evening hours and persist well into the following day.”

Now, fog here tends to burn off during the day, and this is experienced by folks near Astoria kind of as river fog. So you can have lots of fog here in Astoria, for instance. And then you can drive to Seaside where it's bright and sunny.

So if you are near the river under those foggy conditions, you may hear ships sounding horns as they pass by. Now, these sound signals are historically referred to as whistles in maritime jargon. But to us on land, they sound like deep throated horns. And here's a little history about that.

The invention of the steam powered ship in the 18th century brought about advances in the sounds that ships could make. And so steam powered vessels, which came to be then were required to carry a steam whistle on board a device capable of producing a high pitched sound that could be heard over long distances as a sound signal. And this allowed vessels to signal their presence and intentions clearly. Over time, that system evolved to use pneumatic horns and compressed air, which creates those deep, sonorous horn sounds we hear now. But they are still sometimes referred to by professional mariners as whistles.

Now, modern vessel horns are typically powered by compressed air or electrical systems, providing even more powerful and penetrating sound signals. And the whole point is to have a sound that will travel far and be heard very clearly.

Sound signals on ships and boats are used for various purposes to communicate a vessel's intention when they're in close proximity to one another. But in conditions like fog, a blizzard or heavy rain where visibility is limited and ships cannot see one another, they rely on the foghorn signal to help each other know that they're out there. And it's a particular signal and a particular interval between that signal. So it can't be mistaken for another type of signal.

So when it's foggy and ships are passing by, you will hear this [audio of ship horn signal] - The sound of a ship's horn, according to this nautical rule of the road: A power driven vessel making way through

the water shall sound at intervals of not more than 2 minutes. One prolonged blast. So on a foggy day here locally, you'll hear them one sonorous blast of the horn every 2 minutes.

It's a local feature here and in every waterside community that has vessels and fog. It's a protocol that is required by law. And for lovers of maritime traditions, it's one of the most lovely sounds that make living in a nautical environment special.

And special thanks to Pixabay.com, which is a service online that has royalty free ship horn audio. And they allowed me to download that shipboard sound and share it with you today.

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