

Ship Report Transcript

Wednesday, July 31, 2024

By Joanne Rideout

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It's time for the Shape Report, the show about all things maritime. I'm Joanne Rideout. It's Wednesday, July 31st, 2024, the very last day of the month.

In our marine weather forecast, those southerly winds we had earlier this week are giving way to northerly winds as high pressure returns. So northerly winds will persist through the weekend. We've had southerly winds so far this week.

Our forecast includes north winds around five knots, rising to 10 to 15, gusting to 20 in the afternoon, seas 3 to 5 feet. We have we have waves from the north, four feet high at 5 seconds apart and west swells four feet high at 8 seconds apart.

And as I've explained many times before, this isn't so specific in the forecast any more, but they're generally two different kinds of waves out there in the ocean, influences that are affecting the water and causing waves to come from a certain direction.

And so there are local wind waves that match the direction of the wind. So when the wind's blowing from the north today, we're going to have those northerly wind waves out there. But then we also have a secondary influence today, which is west swells that are coming in from further out to sea, probably from weather systems that could be as far away as Japan that just sent that energy through the ocean all the way to us here.

So it's always interesting out there in the ocean, always more than one influence affecting the sea state out there. And sometimes the wind and the swells. The wind waves and the swells are coming from the same direction and sometimes they're opposing one another. And so it just creates different sets of conditions out there, depending on what's going on. So we have northerly winds, wind waves and west swells. So those are 90 degree angles to one another. And so so that could create a little bit of confused seas. But the Sea Heights aren't that big, so maybe it won't be much of a problem out there. But those are some of the things that can happen when those forces are kind of at odds with one another out there.

And today I thought we would go through the ship's schedule. We've got a good number of ships here. Just talk a little bit about them today.

First inbound, we have the Falcon Triumph. She's a dry bulk carrier, a typical ship that comes into the river here to handle either agricultural products or mineral dry mineral products. In this case, the ship will be handling wheat arriving from China, headed for the Crims Island Anchorage, which is an anchorage that's out of sight to people who are in Astoria. But you may see ships anchored there if you're driving on the north side of the Columbia toward Longview and Kelso, there is the Crims Island Anchorage. It's a little bit downriver from Longview. And if you drive by there, you may see a big ship anchored from time to time.

The Falcon Triumph will pass Astoria around 2:30 a.m. and be in the Crim Island Anchorage at about 5:30 a.m., and she'll be heading upriver eventually to pick up a wheat. The ES Honesty is arriving from El Salvador, headed for the Vancouver Anchorage. She'll be picking up wheat upriver. So another dry bulk carrier, She'll pass that story around 2:30 a.m. and be in Vancouver by about 8:30 a.m.. And we

have a container ship called the MSC Bridgeport. She's arriving from Seattle and headed for the Port of Portland. Containers on board there, of course, passing a story at around 4:30 p.m. at the Port of Portland by about 10:30 p.m.. An MSC is a shipping line that sends container ships regularly into the Columbia River. So we see their ships here a lot. And they always have that acronym MSC in their names, followed by another name, like in this case Bridgeport

In our outbounders, we have the Raraka, she is leaving Kalama carrying wheat, another dry bulk carrier leaving around 3 a.m. passing Astoria outbound around 8 a.m.. We have the Mandarin Noble, another dry bulk carrier leaving Portland soda ash on board. Soda ash is used to make automotive glass. It's one of its many uses. It's a really heavily traded commodity on the world market. You know, I like to think that soda ash goes over to Asia, which is where this is going. It gets made into automotive glass, put into cars. They come back here to the United States. So the Mandarin Noble leaving Portland around 4 a.m., passing Astoria outbound around 10 a.m..

The Gurnet Bay is leaving Longview carrying wheat, leaving around noontime, passing Astoria outbound around 3:30 p.m.. The Jasco Guizhou is leaving Longview, petcoke on board. So these vessels that I mentioned here on the outbound schedule, they're all dry bulk carriers so far and they're coming in to pick up as I said earlier, either dry mineral cargoes or wheat cargoes.

And the Josko Guizhou is leaving around noontime and will pass Astoria outbound around 3:30 p.m.. And so when these ships come in here, these ships that change cargoes, so a ship may come in and pick up wheat one time and come in and pick up petcoke another time. So they have to be cleaned in their holds, cargo holds, painted and inspected between those different kinds of cargoes.

And so there's a USDA inspector that goes on the ships when they arrive here in the river and makes sure that the holds have been properly cleaned between different kinds of cargo. So there's no contamination.

Next outbound, we have the RCC Compass. She is a car carrier leaving Portland with brand new Hyundais on board. She came in to deliver those. These car carriers typically come in and deliver just part of their cargo here. So they may do a run down the coast, come from, say, Puget Sound area to deliver part of them, part here and then part down the coast somewhere in California. So she will be leaving Portland around 4 p.m. and passing Astoria outbound around 10 p.m.. And those car carriers, again, if you're new to ship watching, look very different from traditional ships. They're very high sided, big blocky looking ships because what they essentially are is a big floating parking garage with many decks inside that have cars on them at different levels. And they can be hydraulic fully adjusted to fit the height of the vehicles that they're carrying. And each of those cars or whatever kind of vehicle is in it is individually lashed down to the deck. So there's a lot of hands on checking of cars when these car carriers are in motion with at sea to keep those cars carefully fastened. They check the fastenings so that they don't move around because that could be very dangerous. We see a lot of car carriers here on the river.

In fact, our next outbound ship is also a car carrier. The Green Bay is leaving Vancouver. Subarus there. She came in to deliver those to the Port of Vancouver, leaving around 5 p.m., passing Astoria outbound around 11 p.m.. The Bel Air is leaving Vancouver. She headed. She came in with wind turbine parts, leaving around 6 p.m., passing Astoria outbound around midnight and the Ege-M is leaving Vancouver carrying wheat, leaving around 7 p.m., passing Astoria outbound around 1 a.m. on Thursday morning.

And in our Astoria Anchorages, we have the Saphira, headed for Vancouver to pick up, leaving around noon. She could be in Vancouver by about 6 p.m.. The JY Shanghai, the Paulo Topic, the Ocean Perkasa, and the New Boundary are all awaiting orders in the anchorage. They're just sitting there with their anchors down, swinging with the tide, waiting for their turn to go upriver to pick up cargo and then take it down river and out to sea.

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