

## Ship Report Transcript

Monday, August 12, 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, August 13th, 2024.

Well, a quick look at the weather today first and then some timely information about what to do if you are in a boat or even on land and see someone in trouble on the water. But first, marine weather. We have southwest winds today, 5 to 10 knots sees 3 to 4 feet. Wave detail waves from the south west, three feet high at 4 seconds apart. And also from the northwest, two feet high at 7 seconds apart. And patchy drizzle in the morning and in the evening this evening.

It's kind of interesting...After midnight, the wind direction is going to veer around from the southwest to the north and seas will be about around three feet in the evening and then two feet or less. So it's going to be relatively, say, maybe less turbulent than usual out there. We have weak, low pressure over our waters that will maintain southerly to southwesterly winds through today, and then high pressure will return on Wednesday. And that's where you see those northerly winds come in to the forecast around after midnight, sometime after midnight. Seas will be predominantly wind driven and wind and seas will be well below small craft conditions this week. So good news for people who are going to be out on the water.

And a quick overview of today's ship traffic. We have four inbound tours, seven outbound tours, five in Astoria's Anchorage, and two ships in the anchorage that are headed up river in the mix, we have three car carriers, ten bulk carriers, two petroleum tankers and one vessel that is classified as a research vessel, but may actually be some kind of offshore supply vessel that is serving the cable industry in some way. So that gives you an idea of who's on the river today. And it's kind of a typical breakdown of the type of ship that we have coming in here. Bulk carriers are by far the most common type of ship, the ones that you see wading out in the Astoria Anchorage that are carrying dry mineral or agriculture real cargoes. We do get quite a few car carriers coming in here and we always seem to have a smattering of those tankers that are bringing in refined petroleum like gasoline, biodiesel. And a lot of jet fuel. The jet fuel for the Portland Airport comes into the Columbia River and I believe goes to the Port of Vancouver.

It was lots of boats out on the river right now on the lower Columbia. We have Bhutan fishing going on. So lots and lots of small boats out there, people having fun fishing. I thought it would be good to remind boaters and all of us of what we should do if we're out in a boat and we see another boater in distress. Now, there are laws in place about this, and it turns out it's not the same as when you're driving on the road. So if you see an accident, while some people may call 911 and even stop to help at the scene of an accident on land, it's not really required that you stop and help. Although it is being a good Samaritan to do so. On the water, it's different because you can't just pull over and wait for help like you can on the road. And time is often of the essence on the water. The law says that you are required to help other boaters in distress as long as doing so will not cause harm to you, your passengers or your boat. Now, the Oregon State Marine Board is an agency that has some guidelines about this. And who are they? Well, here's what it says on their website about who they are and what role they perform. The Oregon State Marine Board's mission is to serve Oregon's recreational boating, public through education, enforcement, access and environmental stewardship for a safe and enjoyable experience. The agency titles and registers motorboats and permits paddle craft ten feet and longer. And also your

sailboat. My sailboat is registered in Oregon, and I had to go through the Oregon Marine Board to get that sticker that I put on the boat to show that the registration is up to date. The agency also registers outfitter guides and provides training and equipment to marine law enforcement partners.

So the agency is governed by a five member volunteer board who are confirmed by the Senate and report to the governor. So they are an official organization in Oregon that handles voter registration, and so they are rule setters when it comes to our waters and the vessels on them.

And here is a press release they issued this summer: The Oregon State Marine Board wants to remind voters that it is state law to help and render aid in cases where another boat is swamped, capsizes or is involved in another incident with property damage and personal injury. It's also about being a good neighbor on the water. Failure to fulfill the duties of the boat operator under Oregon law could result in a Class A misdemeanor citation. Now, in Oregon, Class A, misdemeanors are the most serious type of misdemeanor and can result in a year in jail and or a fine of up to 60 \$250. Now, in cases where the boat operator leaves the scene of a boat accident where there is personal injury or death. So if you are involved in an accident and leave the boat or may be charged with a Class C felony, and in Oregon, a class C felony is the least serious felony charge, but it can result in a prison sentence of five years and a fine up to \$125,000.

So to continue with this press release, boaters need to pay close attention to other people recreating on the water around them. And in many cases, everyday boaters become heroes when others go overboard helping avert further tragedy. So Oregon's waterways are increasingly congested, and we certainly see that during BUI turn time when there's lots of boats out there on the river, it's pretty crowded, but everyone has the same right to be out there. So please be mindful and remember to share the waterways while recreating responsibly.

And that is from a press release from the Oregon Marine Board.

o a little more about this. While it's certainly the law to help when help is needed in the case of of incidents on the water, the tradition of mariners helping other mariners goes back centuries. And I'd just like to point out that if you are in a boat operating it, you have now become a mariner in the eyes of the law and in your good conscience. So the idea behind mariners helping one another is the understanding, the fundamental understanding that the watery environment is hazardous, that help may be relatively far away, but needed immediately, and that we are all equally vulnerable if something goes wrong on a boat that we're on or on a boat near to us. So the right thing to do is to help, whether it's the law or not. And you see this happening all the time in mishaps here and elsewhere on the water. While we do have our very capable Coast Guard folks here go into high gear immediately upon receiving a distress call. It's often other boaters, commercial fishermen, charter boat captains and recreational boaters who are out there on the water and may be on the scene a heartbeat away from an actual emergency happening near them. And they immediately go to the aid of those in trouble. We see that over and over again. So that happens often.

And rather than people doing it because it's a requirement, I think people do it because they understand that we are all in this together, especially out there on the water. And when someone gets in trouble, it's only right to do your best to help and you would really hope that someone would come and help you if you got in trouble.

And also, it goes without saying that if you are on land and see someone in trouble on the water, call 911 immediately and they will relay your call to the Coast Guard. There have been many instances

where a bystander on land has saved the life of a person in trouble on the water by calling it in. So those of us who may never set foot on a boat can also play a role in helping our neighbors in distress on the water.

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