

Ship Report Transcript
Thursday, May 30, 2024

By Joanne Rideout

All rights reserved. No use without permission. © 2024. Joanne Rideout/The Ship Report.

It's time for the Ship Report the show about all things maritime. I'm Joanne Rideout. It's Thursday, May 30th, 2024.

Well, today I thought we would take a look at our marine weather and then talk about ships that are coming and going on the river today.

Well, today our forecast looks a lot like yesterday. High pressure will slowly build across the northeast Pacific, that's us, through today. This will lead to gusty northerly winds and choppier seas this afternoon and evening. We can expect similar conditions tomorrow on Friday before an unusually late season storm brings stronger southerly winds to our waters late in the weekend or early next week.

And I mentioned yesterday, if you heard the show that I've been watching marine weather or just weather radar apps of the Pacific Ocean. I was just looking at my favorite one storm radar before I started doing the show. And there's a pretty big storm system out there heading our way slowly. And it's probably going to bring us some windy, rainy weather when it gets here. But that's not right away. But one interesting thing about this, for people who like weather, which I do, is that right now we're having northerly winds when that storm comes in. The winds are going to change to southerly winds. And so there's going to be quite a difference in where the direction of where the wind is coming from as the storm gets here.

You can kind of visualize that if you think about the fact that storms spin these low pressure system spin in a counterclockwise direction as they move. So depending on where the storm moves across our area, the wind could be coming from, you know, maybe even the north or the south. But the prediction is that it's going to swing in and bring us those southerly winds as it gets here.

But in the meantime, today's forecast includes north winds 5 to 10 knots, becoming northwest, 10 to 15 knots, gusting to 20 in the afternoon. Sea Heights 3 to 4 feet, a bit about the waves and swells happening out there. we have northwest winds kind of matching those local winds three feet at 5 seconds apart. And then we have waves from the west. Those are probably swells four feet high at 9 seconds apart. And those westerly swells are probably arriving from way further out in the ocean caused by a storm that could be off as far away as Japan sometimes.

So often in our waters here, we have waves coming from two different directions. And one is those are those long term swells usually. And then there's another that's caused by our local wind waves. Sometimes there's even another set of swells coming in. So it can be quite complex out there in the ocean with all those different forces acting on the water in general. The waves, the swells in the water are caused by wind. They can be caused by other things too. But generally storms will cause waves, the wind blowing across the top of the water. After a while, the friction of of the wind blowing across the top of the water creates those waves and they just keep moving out from the center of where they were created. And so sometimes they come to us from quite far away and we call those swells as opposed to the local wind waves.

Now, our ship schedule, we have the ATB, the articulated tug and barge, the Gulf Reliance, arriving from Anacortes, headed for Portland. Refined petroleum there. That is a tug and a barge rig where the

tug and the barge are attached together with a set of hydraulic pins. And the tug is being pushed by the barge. But they actually are attached together and both of them are designed so that there's a notch in the rear of the barge. And the barge is specially designed to fit in that notch and attached to it.

So the Gulf Reliance is one of a fleet of these ATVs that belong to Crowley Maritime, and they come into the river. They usually all have reliance in their name. Sea Reliance, Gulf Reliance. I think there are a couple others. So she's on the schedule to pass Astoria around 5:30 this morning in Portland by about 11:30 a.m.,

The Sand Shin is a car carrier arriving from South Korea, headed for Portland. I think it's brand new. Honda's on board that one coming in to the Port of Portland, delivering those and could be exporting Ford's outbound from the U.S. to Asia. She'll pass her story around 11:30 a.m. in Portland by about 5:30 p.m.. The Casda is arriving from Japan, headed for the Astoria Anchorage. She'll be picking up wheat upriver eventually. She'll be in Astoria's Anchorage by about 1:30 p.m.

And if you've never seen a ship anchoring, if you happen to be out there, you're able to just spend some time watching a ship anchor. It's really quite an interesting enterprise to watch a ship anchor. It's very deliberate. The ship starts slowing down as they come under the story and a regular bridge. And their aim is sort of to glide to a stop in the spot in the anchorage where the pilot has decided is the best place to put the ship. And then they drop the anchor and when the anchor holds, the ship swings according to the current, it kind of assumes its place in line with all the other ships that may be out there.

The Federal Impact is arriving from Japan. She's also headed for Astoria's Anchorage another wheat ship. She will be in our Astoria Anchorage probably by about 2:30 p.m.. And the Carolyn is a bulk carrier arriving from Japan, headed for Portland. She's going to be picking up soda ash at the Port of Portland, passing Astoria at around 7:30 p.m., Portland around 1:30 a.m. on Friday.

And in our outbounders we have the Carmencita leaving Vancouver's Anchorage. She's got potash on board that she picked up at the Port of Portland, leaving around 11 a.m., passing Astoria outbound around 5 p.m.. And just kind of an interesting thing that sometimes ships will pick up their cargo and then, up river this happens, will go to an anchorage there and wait for a pilot. You don't usually see that down here because we don't really have cargo too much being loaded at the Port of Astoria, except for logs. And those ships just leave and go out to sea when they're done.

But sometimes there's a lot of activity with ships in the Portland/Vancouver area, and sometimes those ships will will load their cargo and then go to anchor off Portland or Vancouver. And when they get a pilot then they head down river. So she'll be leaving around 11 a.m. passing Astoria outbound around 5 p.m.. And the CS Jinan is leaving Vancouver carrying wheat, leaving around 3 p.m., passing Astoria outbound around 9 p.m.. The Star Subaru is heading out of Kalama carrying wheat. She has the word Subaru in her name, but she has a dry bulk carrier picking up wheat, leaving around 6 p.m., passing Astoria outbound around 11 p.m. and the plane police is leaving Vancouver carrying wheat, leaving around 7 p.m., passing Astoria outbound around 1 a.m. on Friday. And in our Astoria Anchorages we have the Hako headed for the Crims Anchorage, a little bit downriver from Longview. She'll be picking up wheat upriver.

You've been listening to the Ship Report the show about all things maritime. I'm Joanne Rideout. You'll find ship schedules and a podcast of this program on my website at shipreport.net.

Ship Report Podcasts also on Apple and Spotify. You'll find marine weather and links to ship schedules and more on my Ship Report Facebook page. Transcripts of the show are available with podcasts.

Thanks for listening and have a great day.