

Ship Report Transcript

Friday, July 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 Friday, July 12th, 2024.

Well, today we're going to finish up my interview with Craig Kohler. He is an administrator with the National Data Buoy Center. We've been talking all week about that interesting agency that has data buoys in the coastal waters of the U.S. and all around the world gathering data for scientists and mariners. And they have a website that you can go to and look at that, look at those buoys and see what they're saying, including one that is right offshore here off the coast, off the mouth of the Columbia River. So one of our sort of a hometown buoys, that's how I think of it.

So we'll be talking a little bit more about that and finishing up that interview. But we have a little time. So I thought I would do a little marine weather with you. We haven't done that all week and talk a little bit about some ships and then talk a little bit more about NDBC. So let's let's do that.

So first of all, marine weather, we have high pressure over our waters that is maintaining gusty northerly winds this week. Small craft advisory level conditions. So seas will mainly be wind driven and have been building a little bit all week.

Northwest winds, 10 to 15 knots today, gusting to 20, seas 4 to 6 feet. Wave detail, northwest four feet high at 5 seconds between wave crests .

And from the National Data Buoy Center's buoy 46029, about 20 miles off the mouth of the Columbia River in the Pacific Ocean in about 430 feet of water - Yesterday afternoon was reporting north, northwest winds 15 and a half knots, gusts to about 17 and a half. Wave heights 5.6 feet and the period between waves about the same that five and a half seconds. And the water temperature out there, quite chilly, 59.2 degrees.

Let's take a look at ships. We have two inbounders today. Both of them are car carriers. The Spica Leader arriving from Japan headed for Vancouver. Brand new Subarus on board, passing Astoria around 9:30 a.m. in Vancouver at about 3:30 p.m..

The Liberty Promise is arriving from Tacoma, headed for Portland. Brand new Hyundais on board. They're passing Astoria about 2:30 p.m. and in Portland by about 8:30 p.m.. In our outbounders we have the Pacific Hro leaving Vancouver, wind turbine parts on board inbound. I think she delivered those at the Port of Vancouver - leaving around 3 p.m. passing Astoria outbound around 9 p.m.

The Kumbana Bay leaving Longview - petcoke on board, leaving around 5 p.m. passing Astoria outbound around 8:30 p.m.. The Red Diamond is heading out of Vancouver. I think wheat on board, leaving around 6 p.m., passing Astoria outbound around midnight - and in our Astoria Anchorages we have the Belmonte headed for Longview to pick up wheat, leaving around 2 a.m. in Longview by about 5:30 a.m..

And then our Astoria Anchorages off the downtown waterfront and a little bit upriver and east around Astoria: The Cornelia M, the Salaminan, the Southern Venture, the Gorgoypikoos, the Aomari and the

Antwerpia - and all of those are dry bulk carriers waiting for the opportunity to go upriver to pick up cargoes like corn, soy, wheat, so dry agricultural cargoes and then dry mineral cargoes, like maybe petcoke, copper concentrate, things like that.

And at the Port of Astoria docks, we have the research vessel Atlantis. I just always love seeing her there. She's such a cool ship. She has that amazing submersible, the Alvin on board, and she's doing research out in the Pacific Ocean, taking scientists out on research trips. And so she comes in to Astoria. She's in our neighborhood these days, and she comes in to get supplies and change crews. And so it's always a delight to see her at the Port of Astoria.

Well, we've been listening this week to excerpts from an interview I did with an administrator from the National Data Buoy Center, which maintains an extensive network of data buoys in U.S. waters and around the world. You can look at the buoy network and individual buoys and their data by Googling NDBC.

You can click your way through a map of the world to hear and find the buoy we've been talking about in this interview series 46029. It's called the Columbia River Bar Buoy, and it's 20 miles off the mouth of the river in the ocean. This week, we learned a lot about NDBC and its affiliation with the U.S. Coast Guard, the National Oceanic and Atmospheric Administration and the National Weather Service.

How its high tech data buoys help scientists assess global weather and climate trends and how buoys are maintained and repaired. The whole story of NDBC is, as I mentioned in an earlier show this week, part of the vital maritime industry that operates in our coastal communities every day, but which we know little to nothing about the state of the art equipment this agency uses contributes to the worldwide scientific community's understanding of the planet and provides critical information to local mariners.

We also talked about that local buoy here off the mouth of the Columbia River called the Columbia River Bar Buoy and how that buoy was out of commission since last fall and was put back in service in June. That's a significant boon to local mariners who use this buoy to assess conditions on the Columbia River bar. Today will conclude my interview with Craig Koehler. He's worked with NDC a long time and enjoys his work.

CK: Like I said, I've I've been very blessed in my career, 20 years in the Coast Guard. But the Coast Guard was a great organization and do a service to the public that at a low cost that nowhere else in the world does. Then when I got out, I joined a small company. We did underwater ship repairs for the Navy. And then when I went back, when I went back to NBC as a civilian back in 2008, I just wanted to go back there because it's it's such a team of dedicated professionals that are absolutely to one to put out the best quality systems that can be done. And it is and all of our systems are built, service maintained at Stennis Space Center in Mississippi. So everything is everything's done there. And then it gets shipped to wherever it has to go, wherever it's going to meet the ship at. To get mobilized on board. And just all this gets done at Mississippi at a very cost effective way, if you can imagine. And there's no other organization. The world does what we do at such a low cost.

A look at NBC's website shows a goodly number of data buoys in our Pacific Northwest waters. There are three data buoys off the mouth of the Columbia River. 46029 is just one. There's one off Tillamook Bay and several off Newport. And to the north of us here, in Washington, there are five or six buoys on the way up to the Strait of Juan de Fuca that are off the coast and in between, around our area, there are land based stations as well that are gathering weather and climate data. All of these send vital data to

satellites that you can see on the NDBC website, helping mariners sort out the wild card that is the Northwest Pacific Ocean.

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