

## Ship Report Transcript

Tuesday, May 7, 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 Tuesday, May 7th, 2024.

Well, let's take a look at our marine weather forecast and then we'll take an in-depth look at our ship schedule.

Today so far in our weather forecast. Here's what we've got: Active weather persists with breezy westerly through this morning. That means breezy west winds. High pressure will then build across our waters, bringing more summer like weather and breezy northerly winds through the end of the week.

And expect temperatures in the high seventies on the coast on Friday and probably higher inland - so later, a little later this week, I'll be talking with you about cold water immersion, because it is an issue here.

When the air gets warm, the water remains cold, cold enough to be life threatening if you end up in the water. We'll talk about that a little later in the week.

We have a small craft advisory in effect through this evening. Northwest winds 10 to 15 knots today, gusting to 20 in the morning. Wind waves from the northwest three feet high at 4 seconds apart. West swells nine feet at 13 seconds apart and a chance of showers in the morning.

Let's take a look at today's ship schedule. We have a goodly number of ships to talk about, but only one inbound for today. Now, that could change.

The ship schedule is always evolving, but so far we have the East Bangkok. She is arriving from Sacramento, California, headed to the Vancouver Anchorage, and she could have wind turbine parts on board. And what this looks like, if you have never seen a ship with these on board, is usually on deck. There could be long white cylinders. There could be kind of boxy looking devices that are very big or you could have long tapered wings they kind of look like. And these are the blades for these are wind turbine parts.

So what happens to them when they get into port is that they are loaded very carefully and one part to each semi-truck because they're so huge and then they're trucked inland very carefully on special routes because they can't turn very well.

It can't be on a really curvy country road with this kind of cargo. It sort of gives you a chance to consider that with some of these specialty cargoes, it's not just shipping it to its destination on the ship, it's putting it on on a truck or train, whatever the cargo is, and then taking it to its ultimate destination.

And with wind turbine parts, that is really planned very carefully as these things are being taken inland. I remember being on I-5 on the way to Portland from Astoria a few months ago, and I passed a semi that had one of these one of these blades on it. And gosh, it just took forever to pass that truck because the thing was just so long. So it's an extra long wheel bed. Usually it's actually a cab and a supporting

wheel bed and then another wheelbed that's separate later on. So it's a special kind of a semi truck arrangement that hauls these wind turbine parts. It takes a long time to unload them from the ship because each part has to be taken off separately. So it's very time consuming there. And then it's very intensive in terms of transportation, in terms of land transportation to get the parts to where they're going.

So this ship will pass Astoria inbound around 1 p.m. and be in Vancouver by about 7 p.m.

In our outbounds, we have the Royal Quest. She is a bulk carrier leaving. I think the Vancouver Anchorage at about 2 a.m. headed downriver. But she has soda ash on board that she picked up at the Port of Portland. She'll pass Astoria outbound around 8 a.m..

The Cambria is leaving Portland, potash on board that she loaded at the Port of Portland, leaving around 3 a.m. passing Astoria outbound around 9 a.m..

The Texas is a U.S. flagged oil tanker petroleum tanker leaving Portland. I think she brought that petroleum in to deliver it so it could be jet fuel, biodiesel, gasoline, something like that. Leaving around 5 a.m., she could pass Astoria outbound around 11 a.m.. And the way that you can tell a tanker ship from a bulk dry bulk carrier that the tanker has pipes and valves on deck instead of hatch covers, that's kind of a giveaway when you see a ship going by. That is a tanker, which is really a liquid bulk carrier.

Then we have the CL Zhuang He, leaving Longview, carrying wheat, leaving around 6 a.m.. She could pass Astoria outbound around 9:30 a.m..

The Manhasset Queen is leaving Vancouver carrying wheat, leaving around 7 a.m. passing Astoria outbound around 1 p.m..

The ATB Sound Reliance is an articulated tug and barge rig. This is where a tug and a barge are attached together with a hydraulic pin assembly and they look a lot like a ship. But if you look closely you will see that that it actually is a tug and a barge attached together. The ones that come in here, a lot of them handle refined petroleum. She came in to deliver like, as I said, gasoline, biodiesel, jet fuel or something like that, leaving around 12:30 p.m.. She could pass Astoria outbound around 6:30 p.m..

The World Ruby is leaving Portland, cement was her cargo inbound I believe, leaving around 3 p.m. passing Astoria outbound around 9 p.m. and the Annie Selmer is leaving Kalama: corn, soy or wheat could be her cargo. They're leaving around 8:30 p.m., passing Astoria outbound around 1:30 a.m. on Wednesday, and the Pacific Cairo leaving Vancouver wind turbine parts could have been her cargo coming in there to deliver them to the Port of Vancouver.

These wind turbine parts come in to Vancouver. They've also come in to Longview in the past as well. So those are the two ports on the river that handle that kind of cargo. And those things, as I said, are trucked east of the Cascades to wind power projects there. So leaving around 11 p.m., she could pass Astoria outbound around 5 a.m. on Wednesday.

And probably a ship coming in with this kind of cargo on board will not be loading another cargo for the return trip or for the trip to the next port. So probably the ship has ballast water. So she would take on ballast water at the dock and give herself weight to replace the weight of that cargo, because ships need that lowered center of gravity at sea in order to remain stable. So this ship probably took on that ballast water at the dock to keep her stable once she gets out to sea. In our Astoria Anchorages, we have

the Bora headed to Kalama to pick up corn soy or wheat, leaving around 3 p.m.. We might see her in Kalama at about 8 p.m..

And then we have some ships awaiting orders in our Astoria anchorages and they are: the Alpha Loyalty, the ITG Uming, The Genius SW, the CMB Brueghel, the Mighty Star and the Epos.

So when you see those ships out there, it's kind of interesting to watch them swing at anchor with the tide. They're sitting very high in the water because they don't have cargo on board. They come in light and leave loaded. So when they come down river, they're hunkered down much more in the water and look quite different because you can't see as much of the ship sticking above the water.

But when you see that, dull red paint, that it's just above the level of the water on those ships, that is bottom paint. And when the ship is fully loaded, the ship will be sunk down in the water from the weight of the cargo. And you generally won't see very much if any of that red bottom paint when they're headed down river and out to sea.

So by far the most common ship that you see on the river is the dry bulk carrier. And those ships come in light and leave loaded. But we do see some bulk carriers coming in, bringing cargo - ones that bring in, say, gypsum to the U.S. Gypsum plant in Rainier, opposite Longview. Those ships come in loaded even though they are dry bulk carriers. Other ships that bring cargo into the river are car carriers and container ships and petroleum tankers that usually are bringing in some kind of refined petroleum to deliver to ports on the river.

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](http://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.