Timeline:

Use the following timeline[1] for each individual float plan, developed by a Salish-certified skipper:

1. No later than 2 months before planned departure:
    a. those wanting to skipper the C-27 must be fully Salish Sea certified prior to submitting a request for cruising. The skipper will then coordinate with other members of the Catalina 27 keel boat google group to propose pickup and handover dates and locations. The skipper should also add their expected reservation to the Catalina 27 keelboat calendar.*These steps are important since other skippers will be depending on this critical information as they build their float plans and arrange travel.*
2. No later than 1 month before planned departure:
    a. the skipper must submit their proposed "BASELINE FLOAT PLAN" using the attached template, filled out to that expected level of detail.
    b. The technical committee of 2 or more Salish Sea Skippers who have sailed in the proposed cruising area will have 1 week to peer review and approve or recommend changes to the float plan.
    c. An approval recommendation from the technical committee must be completed no later than 2 weeks before the departure date.
    d. The recommendation will be forwarded to the Board along with the baselinefloat plan. The Board can then act on the recommendation (ad-hoc, via email).
3. No later than 3 days before departure:
    a. the skipper must update the float plan based on any known C-27 maintenance issues, or small adjustments expected due to predicted weather, etc. This "FINAL FLOAT PLAN" will not be evaluated for approval but will serve as a final notification of the skipper's execution plan, which can be used if Check-in communications opportunities are missed and/or if Search & Rescue should be initiated. It is our best guess for what the skipper is doing in a "loss of comm" situation.
4. Skippers maintain the ability to make real-time adjustments based on unpredicted situations in order to safely operate the sailboat and maximize crew safety.

---

[1] This is not the float plan template used for Salish Sea certification. This template is intended to be used by Salish Sea certified skippers to plan individual trips.

Pearson Baseline Float Plan: June 1, 2023 – June 8, 2023 : San Juans

Purpose of Trip: Summertime sailing in the San Juans[1].

Crew:

- Names, gender, ages (gives Coast Guard an idea of adults/children/babies…)

Vessel:
1981 Catalina 27 Reg: WN206BX Sloop Rig Sailing Vessel with outboard auxiliary propulsion. White with blue/green cove and boot stripe and blue canvas. VHF radio utilizes GPS with DSC, encoded MMSI.

Communications: VHF Marine Radio monitoring Channel 16. Hail as "Renton Sailing" or Mobile Phones:

- Thomas Speckhardt 206-910-XXXX
- Bernice Speckhardt 425-281-XXXX

For Emergencies and Safety of Life:
US Coast Guard Sector Puget Sound, (206) 217-6001
Emergency contact for Thomas: Travis Sparks, Issaquah WA 919 491 XXXX
Emergency contact for Bernice: Travis Sparks, Issaquah, WA 919 491 XXXX
Emergency contact for Erika: Travis Sparks, Issaquah, WA 919 xxx xxxx
Emergency contact for Lukas: Travis Sparks, Issaquah, WA 919 xxx xxxx

Float Plan Filed with: Renton Sailing Beth Frisken: Vice President, Renton Sailing Center 360-871-xxxx

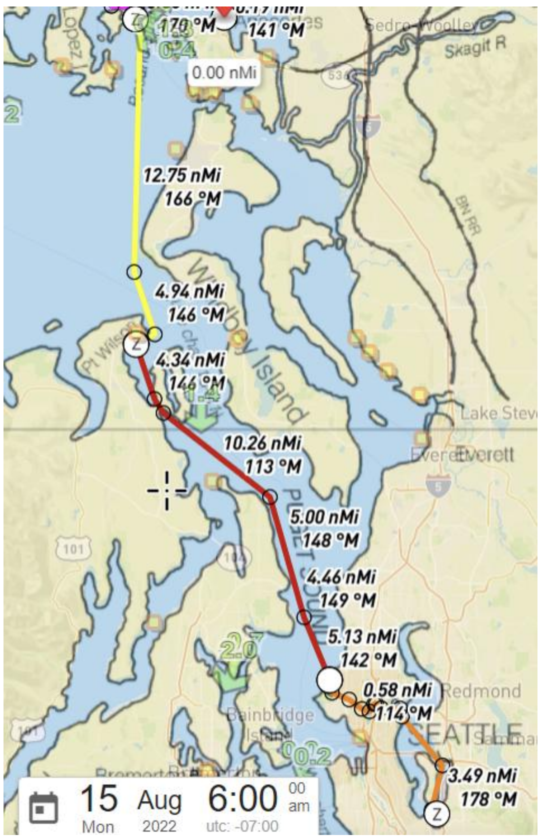
---

[1] This plan must be augmented with additional detail if the float plan involves anchoring in Canadian waters. Includes mention of passports, reporting methods, ArriveCAN process, flying Canada courtesy flag and quarantine "Q" flag (prior to clearing customs).

Proposed Itinerary subject to change based on weather and other variables.

OVERVIEW of FULL TRIP:

<Use https://www.deepzoom.com/ or http://www.marineways.com/ or equivalent>
Include here 1 or 2 charts depicting the full trip path.



PLANNED CHECK-IN OPPORTUNITIES:
<Explain any planned check-ins : when, with who, method of check-in, etc. This can be used by RSC to verify that you are safe and have made it to your intended checkpoint, plus also provides any realtime expectations of any changes that might come up until the next check-in opportunity.

DATE	TIME	CONTACT
Monday, Aug 1,2022	8pm	Phone call to Don at 253.555.5555
Tuesday, Aug 2, 2022	4pm	Email to John P.
Sunday, Aug 7, 2022	4pm	Thomas to confirm handover of boat tomorrow.

PROVISIONS REQUIRED TO START TRIP:
Other Supplies:

- Camping supplies- kitchen, cups, bowls, etc
- Hammock
- Grill Fuel
- Denatured alcohol
- Lighter
- French Press/Coffee
- Toilet Paper
- Grill Brush/Spatula
- Hose
- Soap/Sponge
- Paper towels
- 10 gallons of drinking water
- Snorkel/Mask
- Sleeping Bags/Pillows
- Fuel for boat

Facilities / Provisions Updates:

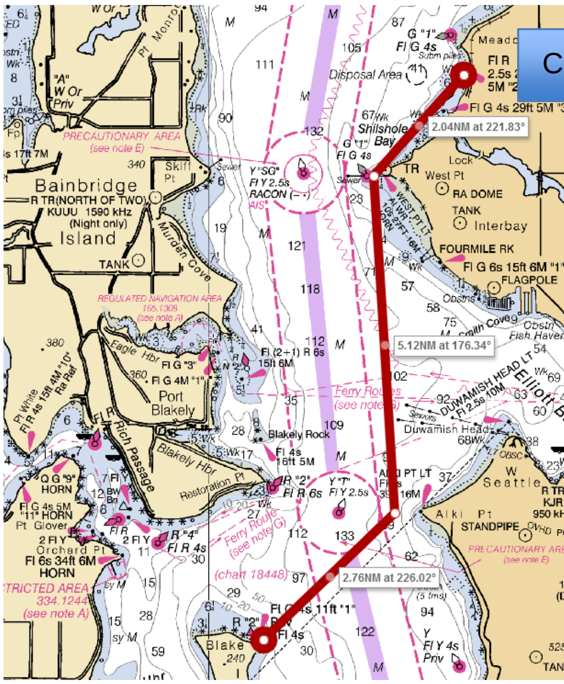
Date	Location	Mooring Type	Ice	Store	Shower	Fuel	Pump Out	Notes
Sun 8-14	Cap Sante	Dock	Y	Y	Y	Y	Y	
Mon 8-15	Clark Island	Ball or Anchor						
Tue 8-16	Sucia	Ball or Anchor						
Wed 8-17	Reid Hbr	Ball or Anchor						Resupply at Roche Harbor, pump out
Thurs 8-18	Deer Harbor	Moorage or Anchor	Y		Y			Roche Harbor stop for supplies, pump out, fuel, ice **Need Reservation**
Friday 8-19	James Isl	Moorage or Anchor						Camp on shore if mooring ball ???
Sat 8-20	Port Townsend	Moorage or Mooring Ball	Y	Y	Y	Y	Y	
Sun 8-21	Shilshole	Moorage	Y	Y	Y	Y	Y	**Need Reservation**
Mon 8-22	RSC Gene Coulon	Mooring Ball						

NOMINAL DAILY PLAN: -- ***Do this for each day of your trip.***

<Date>
Sunrise:
Sunset:

Planned Departure time:
Planned Departure location:

<Use https://www.deepzoom.com/ or [http://www.marineways.com/ or equivalent](http://www.marineways.com/)>



Current

Route 1 Summary

Leg 1: 2.04 NM bearing 221.83°
Start: 47.6863, -122.4045
Midpoint: 47.6737, -122.4214
End: 47.6610, -122.4382

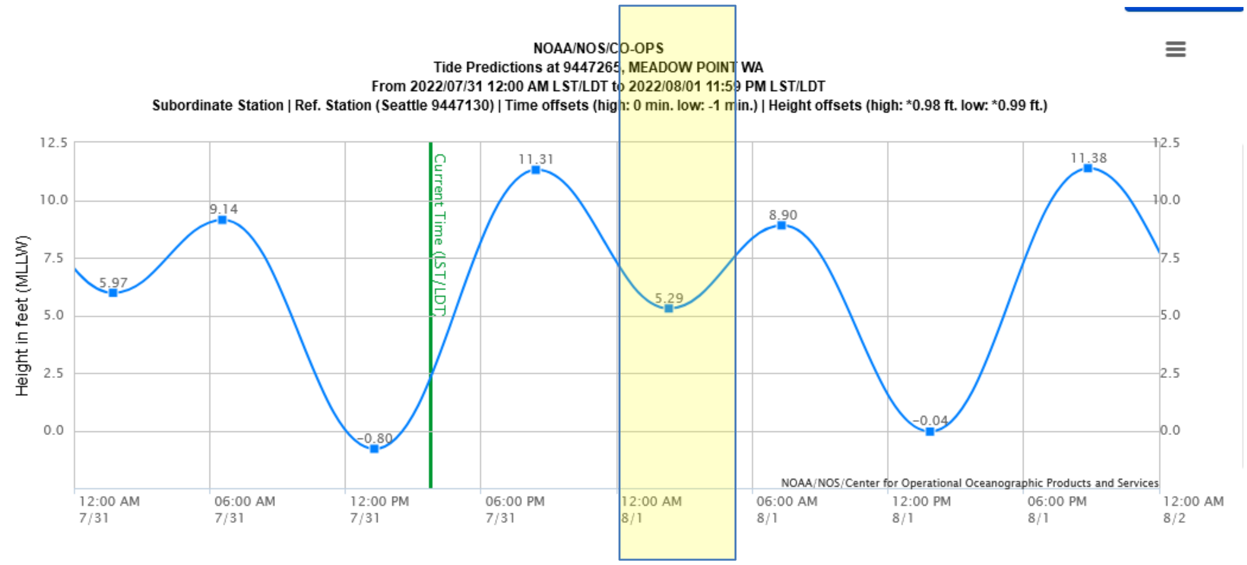
Leg 2: 5.12 NM bearing 176.34°
Start: 47.6610, -122.4382
Midpoint: 47.6185, -122.4342
End: 47.5760, -122.4301

Leg 3: 2.76 NM bearing 226.02°
Start: 47.5760, -122.4301
Midpoint: 47.5600, -122.4547
End: 47.5440, -122.4792

Nautical miles traversed: 9.x
Average speed used in calculations:

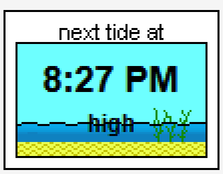
Contingency gasoline plans: < how much gas needed as backup for this leg? > Mention computations such as gallons/hr,   worst case hrs given currents, etc.

Departure tides (and why you care):
<use https://tidesandcurrents.noaa.gov/tide_predictions.html or DeepZoom.com or similar>



OPTIONALLY, also include numerical summary:

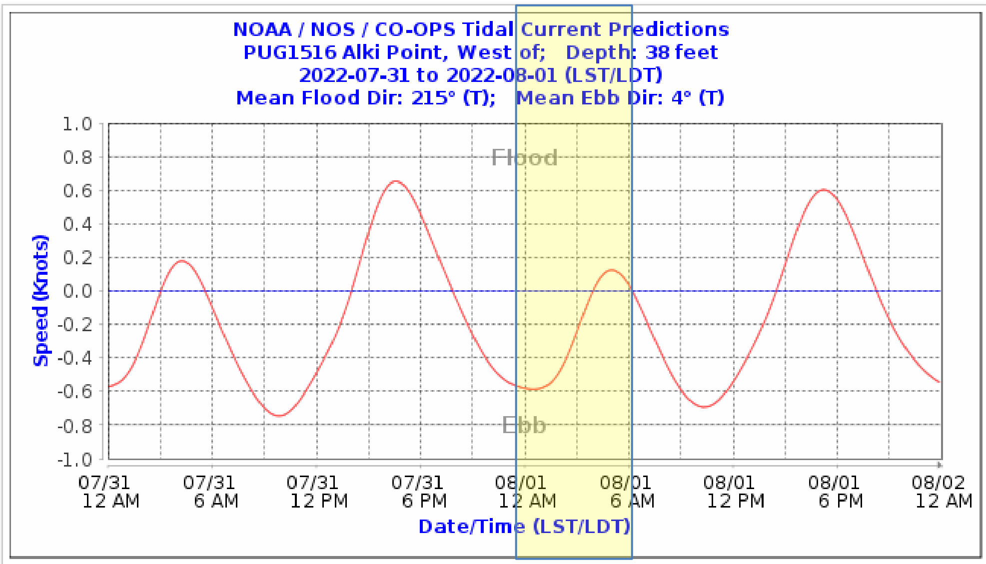
Today's Tides (LST/LDT)



1:42 AM	low	5.97 ft.
6:34 AM	high	9.14 ft.
1:16 PM	low	-0.80 ft.
8:27 PM	**high**	**11.31 ft.**

SPECIAL GO / NO-GO considerations: explain and then reference at back of float plan what the specifics of your contingency plans are.

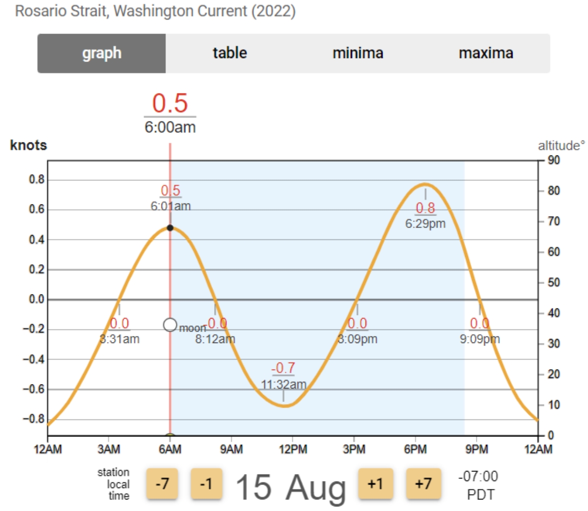
Current predictions for today, and explain route times chosen:
<use https://tidesandcurrents.noaa.gov/noaacurrents/Regions >



(or)

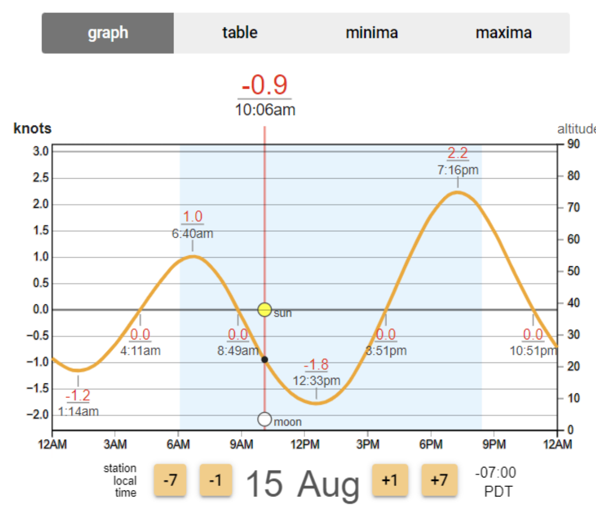
Saddle Bag Island Passage (depth 22 ft)

Rosario Strait, Washington Current (2022)



Lawrence Point

Orcas Island, 1.3 nmi NE of (depth 37 ft), Washington Current (2022)

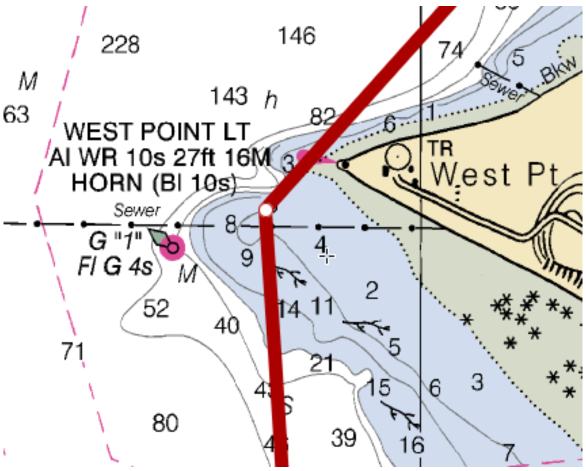


Include plots above for as many as needed to describe the day's travel plans. Provide in chronological order. Also, if possible, annotate on the daily map where these current location predictions are!   Describe how the current will affect your general planning – i.e. will you aim 10 degrees more clockwise in general to account for the drift?

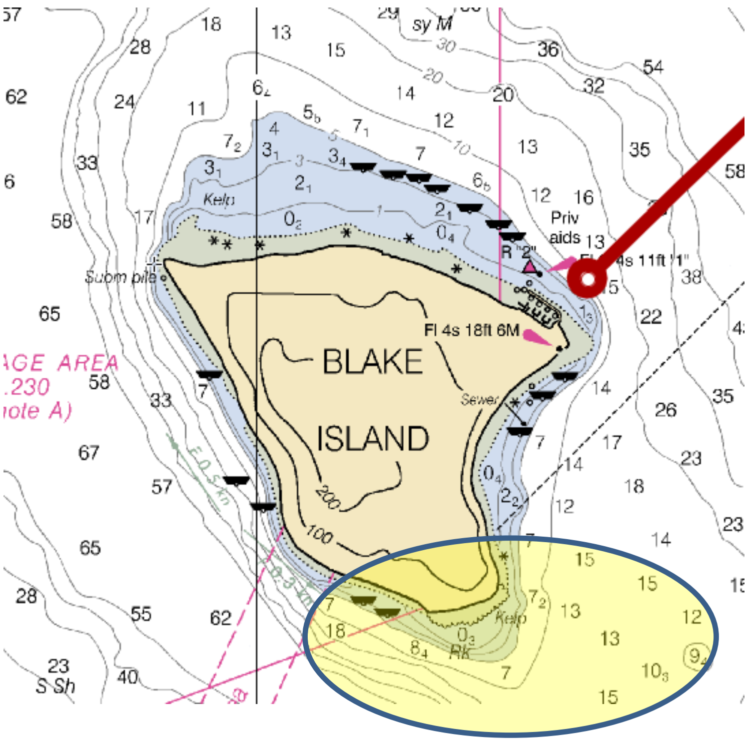
Indicate any particular times / locations of special interest for this leg (these can be documented as WAYPOINTS if desired). This may include major traffic routes or ferry routes in addition to obstructions, etc.

Show/mention any bridges and height limitations encountered on this day, accounting for the predicted tide..

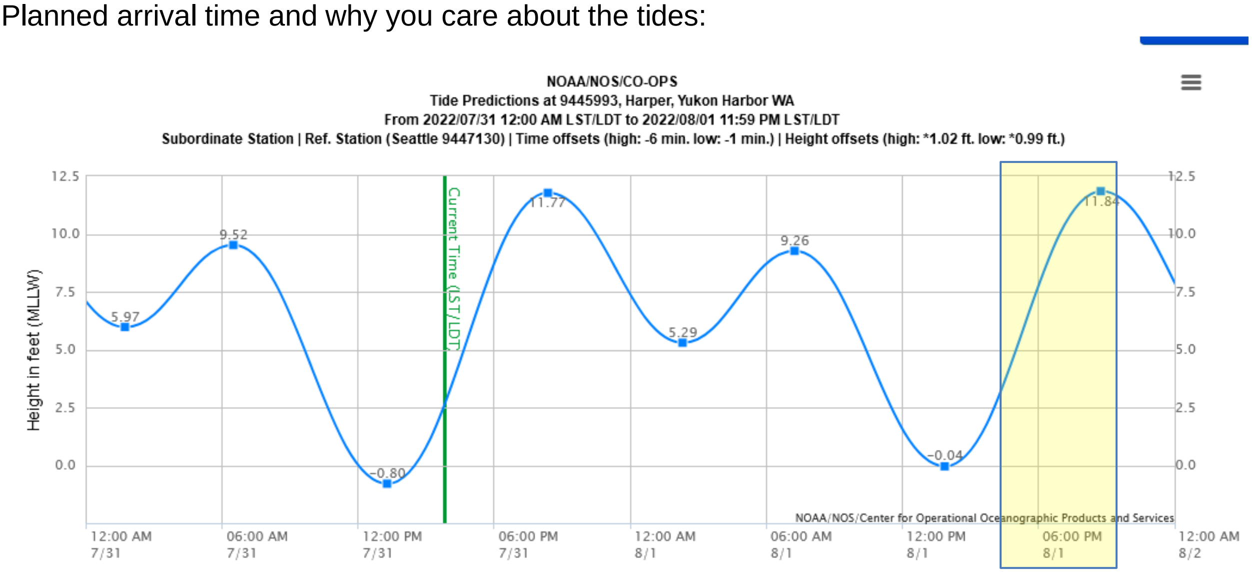
Explain importance of the following example graph (assuming there is some concern):



ARRIVAL:
Planned arrival time:
Planned arrival location (and method of anchoring/mooring…:
Alternative locations / anchoring… (see yellow area below)



Arrival Conditions:
Planned arrival time and why you care about the tides:



Any planned onshore activities?

After each sailing day is described above, include the following at the end of your float plan:

HANDOVER PLANS:

<Date/Time>
<location>
<phone numbers of exchanging parties>

<Subsequent ferry plans?>

Contingency plans

FINALLY: CONTINGENCY PLAN “A”,   “B”, etc.   – include one for major crossings of straits, anticipated bad weather, etc.   Example:

Contingency plan A - Cross a day early

If conditions are more favorable on Sunday the 24th for the crossing we will opt for this option. We will make the call to go for this plan on the evening of Friday the 22nd.
<then include plan details using format similar to that used above in the nominal float plan>