SAMPLE REPORT · example of the Single-Model report format

OCEAN-PRO WEATHER & ROUTING — Single-Model Synopsis, Weather & Routing Report, 7 Jul 2026, 2000Z

S/Y Sample · Nawiliwili, Kauai to Cape Flattery · 7–13 Jul 2026 · passage Day 5–11 · next issue 8 Jul 2026

Captain/Vessel	S/Y Sample, 46 ft cruising cutter (monohull). Captain and owner: Sample.	**Weather Models**	Primary: GFS / WW3 0.25°, 7 Jul 12Z run. Secondary: ECMWF / ecWAM 0.25°, 7 Jul 12Z run.
Departure Port	Nawiliwili, Kauai 21°57.3'N 159°21.3'W, departed 2 Jul 0600Z.	**Latest Position**	33°40.0'N 154°50.0'W, 7 Jul 1800Z (0800 ship's time), COG 014°T, SOG 6.1 kt.
Destination Port	Cape Flattery 48°23.0'N 124°44.0'W, then Neah Bay. ETA 18 Jul ~1800Z (1100 PDT), indicative.	**Wind/Sea Limits**	Headwinds <18kt/<2.0m · Beam <25kt/<3.0m · Following <30kt/<3.5m (Balanced)

At a glance, next 6 days: 909 nm · light air 8–9 Jul, ~20 h motoring · cold front 12 Jul 03–09Z, SW 22–26 g32 kt · peak effective sea 3.6 m on 12 Jul, 0.1 m over limit for ~12 h · no land or charted hazards in range

Weather Synopsis — GFS / WW3 (Primary)

Situation. The North Pacific High, 1036 hPa near 40°N 146°W, is strong and unusually far north for early July, with its ridge reaching west-southwest to 37°N 160°W. A 996 hPa low over the Gulf of Alaska near 52°N 152°W trails a cold front southwest to 45°N 165°W.

Days 1–2 (7–9 Jul). Trades fade toward the ridge: E 12–15 kt on 7 Jul becomes SE 6–9 kt on 8 Jul, then light and variable along the ridge axis near 36–38°N through 9 Jul. Mostly clear; wind sea falls below 1 m under a 1.4–1.5 m NW swell at 11 s.

Days 3–4 (10–11 Jul). North of the ridge, WSW–SW westerlies fill in at 14–18 kt near 40°N by 10 Jul, with low cloud and drizzle. The Gulf of Alaska low tracks east along 50°N and its cold front sweeps southeast across 41–43°N, 147–150°W overnight 11–12 Jul: SW 22–26 kt, gusts 32, ahead of it, rain along it, effective sea building to 3.0 m.

Days 5–6 (12–13 Jul, trend). Behind the front winds veer WNW 24–28 kt, gusts 33, through 12 Jul, easing NW 16–20 kt on 13 Jul as the high rebuilds east of 150°W. Effective sea peaks near 3.6 m on 12 Jul at 42–43°N, easing to 2.4 m by 13 Jul. Long-period swell builds W–NW 2.0–2.4 m at 12–13 s behind the front.

Data currency. GFS / WW3 7 Jul 12Z. Days 5–6 are trend only and will be refreshed before they are sailed. Next issue 8 Jul 2026.

Model check — ECMWF / ecWAM (Secondary) against GFS / WW3 (Primary)

ECMWF holds the high 2 hPa stronger, with its ridge axis about 1° farther north on 8–9 Jul, so the light air lasts about 9 h longer (+45 nm under power). It brings the cold front 6 h later (12 Jul 09–15Z, 2300–0500 ship's time, still in darkness), and the largest wind divergence is 5 kt on 11 Jul 1800Z, ECMWF stronger (SW 27–31 kt). ecWAM peaks the effective sea at 3.4 m, 0.2 m below WW3. Routed on ECMWF, the track stays within 35 nm of this one and the 13 Jul position is 40 nm behind: the recommendation does not change.

Recommended Route — GFS / WW3 (Primary)

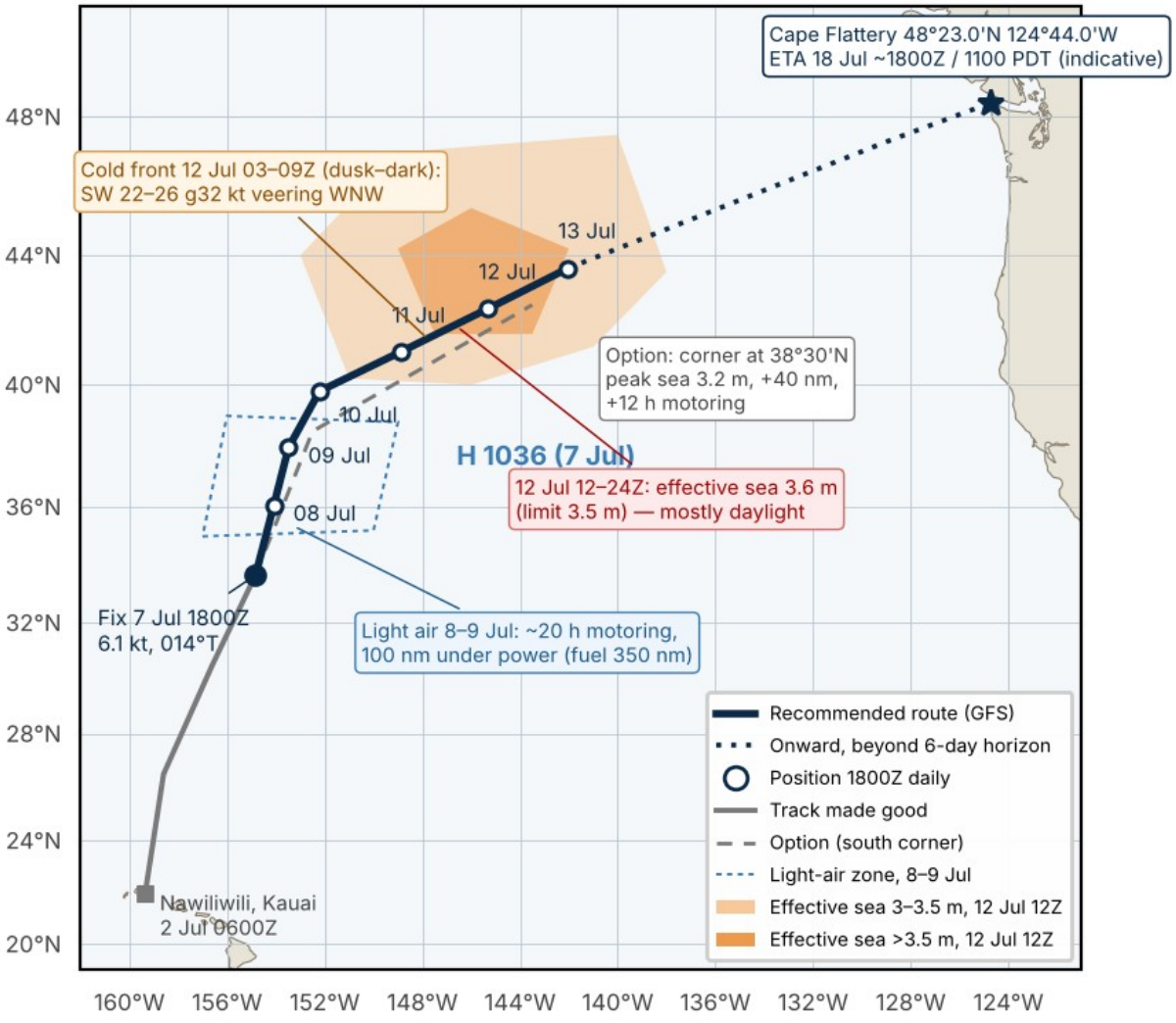
Recommendation. Continue 014°T to turn at 39°30'N 153°00'W (10 Jul ~1200Z), then 060°T toward 44°00'N 141°00'W. This follows the captain's plan to go north before turning east, and this run supports it: the westerlies fill in north of 39°N a day before they reach 38°N. Speeds are best estimates for conditions — 6.1 kt close-reaching on 7 Jul, 5.0–5.6 kt through the ridge with the engine at the 5.0 kt minimum (about 20 h and 100 nm under power on 8–9 Jul, against 350 nm fuel endurance), then 7.0–7.4 kt in the westerlies. The front crosses the track 12 Jul 03–09Z (1700–2300 ship's time, UTC−10), at dusk and into darkness. Effective sea reaches 3.6 m on 12 Jul 12–24Z, 0.1 m over the 3.5 m Following limit for about 12 h, mostly in daylight; sustained winds stay within limits (peak WNW 28 kt, gusts 33). Currents along the route are under 0.3 kt and not a factor. No land or charted hazards lie within the 6-day horizon; the Cape Flattery approach (traffic separation scheme, frequent July fog) will be covered in later issues.

Option: turning east sooner, at 38°30'N 152°30'W, keeps the track south of the worst post-frontal sea (peak 3.2 m, within limits) but adds about 40 nm and 12 h more motoring in the ridge (about 160 nm under power from 8 Jul, against 350 nm endurance) and puts the 13 Jul position about 15 h behind.

Route & Forecast — GFS / WW3 (Primary)

Date/Time (UTC)	Position	Brg °T	To go (nm)	Spd (kt)	TWA	Wind	Effective sea (long swell)	Sky / precip	Threats & notes
07 Jul 1800Z	33°40.0'N 154°50.0'W	014	1,686	6.1 obs	76°	E 090° 12–15	1.6 m/6 s (N 1.2 m/10 s)	Fair, trade cu	—
08 Jul 1800Z	36°01.9'N 154°05.4'W	014	1,540	5.0 M	116°	SE 130° 6–9	0.9 m/5 s (NW 1.4 m/11 s)	Clear	**Motoring ~14 h, 70 nm**
09 Jul 1800Z	37°58.1'N 153°28.9'W	014	1,420	5.6 M	154°	SW 220° 7–11	0.8 m/5 s (NW 1.5 m/11 s)	Fair	**Motoring ~6 h, 30 nm**
10 Jul 1800Z	39°47.8'N 152°12.5'W	060	1,285	7.0	170°	WSW 250° 14–18	1.7 m/7 s (NW 1.6 m/12 s)	Low cloud, drizzle	Turned ~1200Z at 39°30'N 153°00'W
11 Jul 1800Z	41°03.3'N 148°51.2'W	060	1,117	7.4	165°	SW 225° 22–26 g32	3.0 m/8 s (W 2.0 m/12 s)	Overcast, rain	**Cold front 12 Jul 03–09Z, dusk–dark; gusts 32**
12 Jul 1800Z	42°23.1'N 145°18.4'W	061	940	6.8	136°	WNW 285° 24–28 g33	**3.6 m/9 s (NW 2.4 m/13 s)**	Showers, clearing	**Effective sea 3.6 m > 3.5 m limit, 12–24Z**
13 Jul 1800Z	43°36.5'N 142°02.8'W	062	777	—	122°	NW 300° 16–20	2.4 m/8 s (NW 2.2 m/12 s)	Partly cloudy	Day 6: trend only

Speed column: "M" = leg includes motoring at the 5.0 kt minimum speed. Red = over the client's Wind/Sea Limits; amber = caution or timing note. Speed is for the leg that follows each row.



Route map, GFS / WW3 (Primary): recommended route and daily 1800Z positions to the 6-day horizon, track made good, Option, light-air zone (8–9 Jul) and effective-sea shading at 12 Jul 1200Z. Sample report. Planning graphic only; not for navigation.

Cross-check: OPC NE Pacific high seas (7 Jul 1030Z) and Environment Canada offshore bulletin (GEM model, 7 Jul 1000Z) agree on the front's timing; EC is 3 kt stronger behind it. **Tropical:** no systems north of 20°N in either model; an East Pacific disturbance near 13°N 112°W has no impact.

Method: isochrone routing on the vessel's polar, Balanced priority. Position reports every 24 h, more often if conditions warrant. Sea limits are tested on effective sea (wind sea + short-period swell); long-period swell shown in brackets. Ship's time UTC−10.