

Ocean-Pro Weather & Routing — Services Description, 9-07-2026

Capt. Bob Cook: I founded Ocean-Pro Weather in 2005 and have been providing weather forecasting and routing assistance for private yachts, sail and power, globally for about 20 years. I am an experienced offshore sailor and skipper myself, a USCG-licensed Captain and Master (100 ton) since 1985, with over 20 years and 150,000 nms at sea, primarily in the North Atlantic, planning and skippering hundreds of rigorous 500-4000 nm offshore deliveries and training passages on boats from 35-90 feet LOA.

Ocean-Pro Weather: I would describe my weather and routing service as informed, personal, reliable, timely, and accurate. I have accumulated a long list of satisfied clients over the years, both sail and power, mono and multi-hull yachts, ranging in size from 30 to 200 ft LOA. About 75% of my clients' yachts are sail and 25% are power. Most engagements are for extended offshore or ocean passages of 1,000 to 5,000 nms, or 5-30 days. We have also provided our services for 10,000 to 40,000 nm multi-ocean, multi-month passages, and multi-year global circumnavigations. Ocean-Pro is a supporting sponsor of several world cruising organizations, including the SSCA (www.scca.org), Noonsite (www.noonsite.com), SailTahiti's "Pacific Puddle Jump" (www.pacificpuddlejump.com, organized by SailTahiti, www.sailtahiti.com), and Sailblogs (www.sailblogs.com).

Our clients' yachts & passages: To see photos and trip descriptions of some of the yachts we have assisted with weather and routing over the years, we have posted photos of many clients' yachts on our website "Gallery" page, as well as on our Facebook "Photos" page. There are separate photo albums for "Sailing Yachts" and "Motor Yachts." Clicking on an individual yacht photo shows the vessel name, captain, and a brief description of the yacht and the passage it made. Here are the links: www.Ocean-Pro.com/gallery and www.facebook.com/oceanproweather/photos.

Weather, seas, currents & routing: Our weather forecasts and routing advisories are intended to provide you with safe, fast, and comfortable passages. We draw on a comprehensive set of resources, including a deep knowledge of vessel design and operating parameters, global and seasonal weather patterns, major ocean currents, world cruising routes and destinations, and numerous high-resolution, global and regional weather and sea-state computer models.

The high-resolution computer models we study and use most frequently include the GFS (USA, Global), NAM (USA, Regional), ECMWF (European, Global), ICON (Germany, Global), ARPEGE (France, Global), and WRF (European, Regional). We also use ensemble forecast models, including GEFS and ECMWF-EPS, to assess the probability range across model runs. Our wave forecast models include WW3 (USA, Global), GWAM (European, Global), and EWAM (European, Regional). Our hurricane models include HWRF, HMON, and HAFS. We also monitor and use near real-time, high-resolution radar and satellite imagery and derived satellite data for all regions of the world, as well as NOAA, US Navy, and other WMO (World Meteorological Organization) member-country weather center forecasts, outlooks, warnings, radar, and satellite imagery.

The most recent addition to our weather forecasting, routing, and passage-timing toolkit is AI, artificial intelligence. We have found that using AI alongside our various computer weather models lets us combine historical and current model data, current satellite data, and each vessel's own performance (VPP) data. The result is significantly enhanced forecast accuracy, extended forecast periods, and safer passages.

Passages in the mid and higher latitudes of the northern and southern hemispheres require us to closely monitor the formation, development, strength, size, and movement of highs, lows, storms, and fronts, so we can advise on utilizing favorable winds or recommend avoiding heavy weather. Passages in the tropical latitudes require close monitoring of the ITCZ (doldrums), trade winds, and the formation, development, strength, size, track, and wind field of any tropical storms, so we can recommend utilizing or avoiding them. Where a passage crosses one or more major ocean currents — the Gulf Stream, Agulhas, or an equatorial current — we factor that current into our routing advice on using or avoiding the current.

We offer three types of weather & routing reports, each personalized to your vessel, location, and route. A Single-Model Synopsis & Departure Weather Window Report helps us choose the best day(s) and time to depart. The Single-Model Synopsis, Weather & Routing Report is sent 1-2 days before departure and then daily once underway. A Dual-Model Synopsis, Weather & Routing Report runs both GFS and ECMWF side by side, with a quantitative reconciliation of any difference between them, issued every 2 days by default (or daily, if you prefer). The Single-Model Departure and Weather & Routing reports allow us to choose which model (GFS or ECMWF) is the primary and which is secondary; the choice is discussed and agreed with you before departure, considering current model behavior for your basin and season, and recorded on your registration form. Generally, GFS is our default weather model. We can revise the choice of primary and secondary models during the passage. See Cost formula below for pricing and default frequency. Each report includes a wide-area weather synopsis (highs, lows, fronts, storms, winds, seas, ITCZ characteristics), our recommended route, and a detailed weather and sea forecast along that route, in 24-hour intervals — covering expected skies, cloud cover, visibility, barometric pressure, temperature, winds, seas, and the probability, timing, and intensity of any rain, squalls, or storms. Our routing advice can also incorporate your sailing vessel's VPP data, so please share it with us if you have one on file. If you do not have a proven VPP file we may have or be able to build one for your vessel. Our departure and routing advice draws on 40 years of open-ocean sailing, our global weather and

routing experience, and your skipper preferences and vessel constraints. Using the global and regional weather models, we can forecast out to 7-10 days, though accuracy decreases progressively the further out we forecast and is generally most reliable within 3-6 days. We are also glad to help with additional needs along the way, such as contacting family, ports-of-call, or Customs and Immigration offices, or liaising with the USCG or SAR services. Our advice is always grounded in the overall situation and our decades of experience with vessels, oceans, weather, routing, passage-making, and communications.

Communications: Weather routing and vessel position reporting for extended offshore passages require reliable, regular, two-way communications. This is best accomplished by satellite communications using conventional two-way email or WhatsApp, as opposed to voice or text (SMS) messages. We recommend using a high-reliability, global-coverage satellite provider with broadband capability, such as Starlink, Iridium, Inmarsat, Thuraya, Hughes, or KVH. Text or SMS messaging, such as Garmin “inReach” with messages limited to 160 characters, can be a helpful backup but is NOT SUFFICIENT ALONE. Please be sure to obtain, set up, and verify that you have reliable, two-way digital communications capability before you depart. Vessel tracking platforms such as PredictWind, Marine Traffic, MyShipTracking, ShipFinder, and Garmin inReach (used here for tracking, a separate function from its SMS messaging noted above) are also very helpful, showing us your latest position, course, and speed, and sometimes basic weather. We recommend incorporating a vessel tracking and reporting system into your passage.

Our communications with you should be daily or more frequent. As part of our weather routing process, we typically hold a pre-departure discussion of the weather, currents, routing, and your report and model selections 1-4 days before your planned departure, and agree together on a tentative departure date and passage plan. Once underway the client should send us regular, detailed, daily position and status reports, which we log and acknowledge promptly. Our Single-Model Synopsis, Weather & Routing Report is sent 1-2 days before departure and then daily; our Dual-Model Synopsis, Weather & Routing Report is issued every 2 days by default, or daily if you prefer.

Cost formula: Our reports, choice of model, pricing and default report frequency are as follows:

Report	Model	Price	Default frequency
Single-Model Synopsis & Departure Weather Window Report	GFS or ECMWF choice to be discussed before departure	\$50 / report	1 report, sent 1–4 days before tentative departure
Single-Model Synopsis, Weather & Routing Report	GFS or ECMWF choice to be discussed before departure	\$50 / report	1-2 days before departure and then daily thereafter.
Dual-Model Synopsis, Weather & Routing Report	GFS and ECMWF	\$100 / report	Every 2 days (daily, if you choose)

This includes our daily logging and tracking of your vessel position reports, along with any special information or assistance you may need.

For example, a 2,500 nm sailing yacht passage expected to take about 16 days might include 1 departure report plus daily Single-Model reports underway (or Dual-Model reports every 2 days) — either way, about \$800 total. As another example, a 1,000 nm motor yacht passage run off-plane at a cruising speed of 10 kts takes about 100 hours (roughly 4 days) and might include a departure report plus a handful of reports underway — still just \$300, since our minimum charge applies. The same 1,000 nm passage run on-plane at 30 kts takes about 33 hours (roughly 1.4 days) and needs even fewer reports — again just \$300, our minimum charge. Our minimum charge is \$300.

Payments: Payments are due in advance of the passage or legs thereof. We use Stripe as our invoicing and payments process provider. Once we have your registration and have agreed to everything we will have Stripe email you an invoice with a secure payment link; you can pay by bank transfer (ACH) or by credit card on our payment processor's secure page. Bank transfer is offered first and is our preferred method. Zelle, Venmo, or a card taken over the phone are also fine if you prefer. Please do not send card numbers or CVV codes by email. For longer passages, 33-50% of the estimated charge for the full passage is to be paid upon registration; the balance of the estimated charge for the full passage is agreed to be paid mid-passage or no later than at the conclusion of the passage. To sign up for our service, please review and return your completed (or nearly completed) client registration form.

Please feel free to call or email me any time to discuss your situation or planned passage, or to ask any questions you might have about your passage or our service. Thank you for your interest in our global weather and routing service — I look forward to working with you.

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