

# OOPS Activity Planning Worksheet

Revised 02/15/09

<b>Title:</b> Navigation Skills Class and Paddle		<b>Type of Activity:</b> Class		<b>Date(s):</b> August 8-9, 2009	
<b>Narrative description:</b> This class develops trip planning, navigation, and seamanship skills. Saturday's session will focus on trip planning, use of navigation charts, plotting bearings, reading tide and current tables, and coastal navigation principles. Sunday's paddle will demonstrate the concepts learned in the classroom session, emphasizing chart reading, use of hand-bearing and deck compasses, and techniques to compensate for cross currents during extended crossings. (The paddle is rated Level 2 and will involve making 1+ mile crossings in one-to-two foot wind waves: Wet exit and assisted rescue experience required). Class and paddle group size is limited to 12, OOPS members only. Materials fee: \$10 (Includes charts and workbook which the student can keep). Payable at time of signup.  Upon completion of the classroom session, students will: <ol style="list-style-type: none"> <li>1. Understand the basics of using Navigational Charts</li> <li>2. Know how to plot courses on a chart with correct magnetic compass bearings indicated, using both course protractors and hand-bearing compasses</li> <li>3. Understand some basic piloting concepts, including use of ranges</li> <li>4. Have a basic understanding of tides and their affect on currents</li> <li>5. Have a basic understanding of how to compensate for river or tidal currents during crossings.</li> </ol> The paddle will begin at Aldrich Point on the Oregon side of the Columbia River. We will pass through several islands before using ranges and ferrying techniques to cross to the Washington side in a moderate beam current. After lunch we will re-cross the Columbia and then use dead reckoning to make a tactical 1.6 mile crossing of Woody Island Channel to find a blind entrance into Marsh Island Creek. We will then take advantage of the afternoon flood current and following sea breeze to assist us in the upstream paddle via Prairie Channel back to Aldrich Point.					
<b>Starting point:</b> Aldrich Point			<b>Ending point:</b> Aldrich Point		
<b>Route alternatives if bad weather:</b> Remain on Oregon side of the river in protected channels, or cancel.					
<b>Skills or Equipment (In addition to general requirements per the <a href="#">Activity Policy</a>):</b>					
<input type="checkbox"/> Towline		<input type="checkbox"/> Helmet		<b>Min. Immersion Wear:</b> Poly/Fleece and Shell	
<b>Other Requirements:</b> Prior experience with wet exits and assisted rescues.					
<b>Primary Organizer:</b> Steve Nelson			<b>Organizer:</b> Steve Wagner		
<b>First Aid Person:</b> Steve Nelson			<b>Organizer:</b>		
<b>Max # of Participants:</b> 12			<b>OOPS members only?</b> Yes		
<b>Has organizer been on this paddle before?</b> Yes			<b>Has organizer led an OOPS activity here before?</b> Yes		
<b>CERTIFICATION:</b> By checking this box, <input type="checkbox"/> the Organizer certifies that they have read, understand and will conduct this activity in accordance with OOPS Activity Policies.					
<b>CONDITIONS:</b>			<b><u>RATING FACTORS:</u></b>		
<b>Air Temp:</b> 75 °F		<b>Water Temp:</b> 60 °F		<b>Wind Strength:</b> 2. 7-12 knot (14 mph)	
<b>High Tide (Ft, time):</b> 7.4 0412 7.7 1650		<b>Swell/Surf size:</b> 2. < 2', no breaking waves			
<b>Low Tide (Ft, time):</b> 0.0 1059		<b>Sea State:</b> 2. Large wavelets, scattered whitecaps			
<b>Flood (speed, time):</b> 1.2 knots 1407 Woody Island Chan			<b>Landing Type:</b> 2. Docks, brush, moderate banks		
<b>Ebb (speed, time):</b> 2.7* knots 0932 Three Tree Point			<b>Currents:</b> 2. up to 2 knots		
<b>Water time:</b> 6 Hours		<input type="checkbox"/> Shipping traffic		<b>Total Distance:</b> 2. 6 to 11 miles	
<input type="checkbox"/> Night Paddling		<input type="checkbox"/> Potential Fog		<b>Open Crossing Distance:</b> 3. 1-2 miles	
<b>Note, night or fog bumps the rating up one level</b>			<b>OVERALL RATING:</b> 2. Level two		
<b>Comment on overall rating</b> (if different than the rating system yields): *Experience has shown that actual Three Tree Point current will be about 1+ knot at time of crossing.					