

Five-Year Circumnavigation

S/V Some Tuesday

Revised 24 September 2026

Captain Steve Dunlap, First Mate Meghan Noland, and pugs Mr. Pickles and Colonel Mustard departed Marina del Rey, California, on 3 December 2025 for a westabout circumnavigation aboard the Lagoon 450S Some Tuesday. This float plan records the voyage completed through Tonga and the intended route home to Southern California in 2030.

Vessel Information

Item	Detail
Name	S/V Some Tuesday
Type / model	2017 Lagoon 450S sailing catamaran
Length / beam / draft	13.96 m (45 ft 10 in) / 7.87 m (25 ft 10 in) / 1.30 m (4 ft 3 in)
Displacement	15,000 kg (33,069 lb)
Appearance	White hull, gray stripe, blue lettering; large aft solar array; sail #27120
Registration	USCG Documentation No. 1283961
MMSI / call sign	368021110 / WDJ8919
Propulsion	Twin Yanmar 4JH57 57 HP diesel engines and sail (130 m ² / 1,399 sq ft)
Fuel / fresh water	1,040 L fuel (2 × 520 L); 525 L fresh water
Watermaker	Dessalator Duo 100, 100 L/h, 12V/110V or 12V/220V
Safety equipment	6-person life raft; EPIRB 2DCC8E34ACFFBFF; PLB Steve 2DCE8FF04AFFBFF; PLB Meghan 2DDB2DE0403FDFF; VHF; AIS transponder; 12 PFDs; flares; fire extinguishers; first-aid kit
Communications	Starlink; Garmin inReach (backup); PredictWind tracker; noforeignland

Operator and Crew

Role	Name	Notes
Operator	Steve Dunlap, 59	ASA Coastal Navigation; 12 years offshore
Crew	Meghan Noland, 49	First Mate
Souls aboard	2 adults and 2 dogs	Crew in good health; basic medications stocked
Dog	Mr. Pickles, Pug, 15	Microchip 0A11392161 • 24PetWatch • 866-597-2424 • vaccinated
Dog	Colonel Mustard, Pug, 12	Microchip 410100000078126 • HomeAgain • 1-888-HOMEAGAIN • vaccinated

Voyage Summary

Item	Detail
Departure	Marina del Rey, California — 3 December 2025, after a brief stop at Catalina Island
Current position	Kingdom of Tonga — 24 September 2026
Intended return	Marina del Rey / Los Angeles, California — October or November 2030

General route	Westabout via the South Pacific, Southeast Asia, the northern Indian Ocean, the Suez Canal, the Mediterranean, a winter Atlantic crossing, the Caribbean, and the Panama Canal. Australia and New Zealand are not on the itinerary.
Position reporting	The vessel's position is transmitted to PredictWind every 10 minutes and is also published on noforeignland. See tracking URLs below.
Overdue procedure	If the public trackers go dark for an extended period and the float-plan contacts cannot confirm the crew is safe, those contacts should notify the rescue coordination center for the vessel's last known region.

Seasonal Reference

The itinerary is built around published tropical-cyclone, typhoon, monsoon, and hurricane seasons. Passage timing is intended to keep the vessel in recognized cruising windows and in prepared harbors during the higher-risk months in each basin.

Tropical cyclones, typhoons, monsoons, and hurricanes

Basin or coast	Typical season	How this voyage uses it
South Pacific (Tonga, Fiji, Vanuatu, New Caledonia, Solomon Islands)	Official season 1 November–30 April; peak activity January–March	Tonga departure in late October 2026. Fiji layover November 2026–April 2027. Westbound Melanesia begins May 2027.
Australian region and Papua New Guinea waters	1 November–30 April	Papua New Guinea and eastern Indonesia are planned for May–October 2027, after the season ends.
Northwest Pacific typhoons (Philippines, Palau)	Most activity May–November; peak August–October	Any Philippines call is limited to a short southern stop in late October or early November 2027, and only in a quiet weather pattern.
Thailand and the Andaman Sea	Not a primary tropical-cyclone basin. Northeast monsoon (dry, preferred sailing) November–April. Southwest monsoon (wetter, west-coast swell) May–October. Tropical cyclones are uncommon; the operational risks in the wet season are squalls, rain, and swell.	The 2027–28 South Pacific / South Indian cyclone months are spent in Thailand and Langkawi, which is also the Andaman Sea's main sailing season.
South Indian Ocean (Mascarenes, Madagascar)	About 15 November–30 April (Mauritius and Seychelles often quoted through mid-May)	The Indian Ocean crossing uses the northern route — Sri Lanka, the Maldives, Oman, and the Red Sea — rather than a long stay in the Mascarenes during cyclone months.
North Indian Ocean and Arabian Sea	Southwest monsoon May–September, generally adverse for a westbound yacht. Northeast monsoon December–March, generally favorable westbound.	Departure from Thailand is planned for late March or early April 2028, at the end of the northeast monsoon.
Red Sea and Gulf of Aden	The conventional northbound yacht window is December–May. Summer passages are hotter and more often upwind.	A northbound transit is planned for late spring and early summer 2028 if security conditions support it. The Cape of Good Hope remains the alternative route.
North Atlantic and Caribbean hurricanes	1 June–30 November	Atlantic crossing from the Canary Islands in late November 2029–January 2030. Caribbean season December 2029–May 2030. Panama Canal in June 2030.
Eastern North Pacific hurricanes (Mexico and Central America)	15 May–30 November	The 2030 return along Mexico is timed with marina and Sea of Cortez options during the later part of the season.

Thailand in November–April

Thailand does not sit in the main South Pacific or South Indian tropical-cyclone belts. Cruising yachts often spend those Southern Hemisphere cyclone months in Thai or Malaysian waters because the Andaman Sea is north of those basins and has yards, parts, veterinary care, and sheltered anchorages.

On the Andaman coast (Phuket, Krabi, Langkawi and nearby islands) the northeast monsoon from November through April is the dry season and the primary sailing season: generally clearer skies, calmer seas inside Phang Nga Bay, and open access to parks such as the Similan and Surin Islands (typically open mid-October to mid-May). December through February are usually the most settled months.

The southwest monsoon from May through October brings more rain, stronger westerly swell on exposed west-facing coasts, and seasonal park closures. Sheltered water remains available on the east side of Phuket and inside Phang Nga Bay.

Some Tuesday plans to base in the Langkawi–Phuket region from November 2027 through March 2028, then depart west while the northeast monsoon can still support a passage toward Sri Lanka.

Ocean-crossing windows on this voyage

- Pacific Ocean, completed: El Salvador to the Marquesas, 2–29 April 2026.
- Western Pacific after Fiji: May–October 2027, after the South Pacific cyclone season.
- Northern Indian Ocean toward Suez: late March–June 2028, leaving Thailand at the end of the northeast monsoon.
- Suez Canal and Mediterranean entry: June–August 2028, subject to Red Sea security conditions at the time.
- North Atlantic trades: late November 2029–January 2030 from the Canary Islands, with an optional stop in Cape Verde. Caribbean hurricane season ends 30 November.

Completed Voyage — December 2025 to September 2026

Southern California to Cabo San Lucas — December 2025

- 3 December 2025 — Departed Marina del Rey, California, with a brief stop at Catalina Island.
- Early December — Ensenada, first Mexican landfall, then south along the Baja coast.
- Mid-December — Bahia Tortugas (Turtle Bay).
- 20 December 2025 — Arrived Cabo San Lucas after a 15-day, 925 nautical mile passage from the Los Angeles area.

Sea of Cortez and the Mexican mainland — late December 2025 to February 2026

- Late December 2025–January 2026 — Sea of Cortez and La Paz, then south on the mainland.
- January 2026 — Puerto Vallarta region.
- Early February 2026 — Barra de Navidad and Manzanillo.
- Mid-February 2026 — Acapulco.
- 27 February–3 March 2026 — Puerto Madero, Chiapas, last Mexican port before Central America.

El Salvador — March 2026

- Early March 2026 — Arrived El Salvador (Bahía del Sol / Costa del Sol area) after the Chiapas departure.
- March 2026 — Outfitting and weather planning for the Pacific crossing. The intended route was approximately 3,350 nautical miles from El Salvador to the Marquesas, estimated 20–30 days.
- 2 April 2026 — Departed El Salvador.

Pacific crossing — April 2026

- 2–29 April 2026 — Double-handed crossing from El Salvador to Nuku Hiva, Marquesas. Twenty-eight days at sea.
- The passage included eleven consecutive days of roughly 12-foot seas and 25-plus-knot quartering winds, and a refrigerator failure with food loss.
- 29 April 2026 — Landfall in Taiohae Bay, Nuku Hiva. Mr. Pickles and Colonel Mustard completed the crossing aboard.

French Polynesia — May to July 2026

- 29 April–mid-May 2026 — Nuku Hiva (Taiohae, Anaho Bay, Daniel's Bay) and Ua Pou.
- 18 May 2026 — Departed Ua Pou for Raroia in the Tuamotus, about 430 nautical miles.
- Late May–mid-June 2026 — Tuamotus, including Raroia, Fakarava, and Rangiroa.
- 18–20 June 2026 — Passage from Rangiroa to Tahiti.
- Late June–July 2026 — Society Islands, including Papeete / Tahiti and Bora Bora.

Cook Islands, Samoa, and Tonga — August to September 2026

- August 2026 — Cook Islands and the Samoan group on the westbound route.
- September 2026 — Tonga, including the late-season humpback whale window.
- 24 September 2026 — On board in Tongatapu / Nuku'alofa. Remaining Tongan time through late October includes Ha'apai and any final Vava'u weather window before checkout.

Forward Plan — October 2026 to 2030

Tonga to Fiji — late October 2026 through April 2027

Some Tuesday plans to check out of Tonga in late October 2026 and make the roughly 400 nautical mile passage west to Fiji before the official South Pacific cyclone season begins on 1 November.

- Late October 2026 — Departure from Nuku'alofa or Neiafu, depending on the last Tongan port.
- Minerva Reef remains an optional weather-dependent stop only, and is not a cyclone refuge.
- Early November 2026 — Fiji check-in. Typical first landfalls from Tonga are Savusavu on Vanua Levu, or Suva, Denarau, or Vuda on Viti Levu.
- November 2026–April 2027 — Fiji layover through cyclone season. In settled weather the crew plans to cruise the Yasawas, Mamanucas, northern Vanua Levu, and selected Lau destinations, returning to a prepared harbor when forecasts deteriorate.
- Cyclone arrangements: a reserved berth or hardstand at Vuda Marina, cyclone moorings at Savusavu or Nawi, or the Denarau mangrove plan. Open-anchorage stays are not the plan for January–March.
- Ports of call typical for cruising yachts: Savusavu, the Cousteau / Namena area, Makogai, Suva, Denarau, Vuda, Musket Cove, the Yasawa chain, Blue Lagoon, and, in quiet windows, Southern Lau (including Fulaga and Vanuabalavu).
- May 2027 — Yard work as needed, Fiji checkout, and departure after the 2026–27 season has ended (official close 30 April).

Wallis and Futuna, Vanuatu, New Caledonia, and the Solomon Islands — May to August 2027

Wallis and Futuna — early May 2027

Wallis and Futuna lie northeast of Fiji. The planned visit is a short loop of one to two weeks from northern Fiji at the opening of the season, if weather and clearance time allow. Intended ports are Gahi / Mata-Utu on Wallis and Sigave on Futuna. French clearance applies. Services are limited.

Vanuatu — May to mid-June 2027

Check-in is planned at Port Vila (Efate) or Luganville (Espiritu Santo). The intended circuit includes Port Vila, Havannah Harbour, Tanna (Port Resolution / Lenakel and Mount Yasur), Aneityum if time allows, Malekula, Ambrym, Pentecost — land-diving ceremonies typically run April–June — and Santo, including Champagne Beach and the Million Dollar Point wrecks. Departure for New Caledonia is planned while the dry-season trades remain usable.

New Caledonia — late June to July 2027

Check-in is planned at Nouméa (Port Moselle). Intended cruising includes Nouméa, Île des Pins (Kuto and Kanumera), Baie de Prony, Amédée, the west-coast passes, and the Loyalty Islands (Lifou, Maré, Ouvéa) if time remains. Nouméa is also a planned service stop for rig and engine work before more remote Melanesian waters.

Solomon Islands — August 2027

The Solomon Islands sit on the standard cruiser track between Vanuatu or New Caledonia and Papua New Guinea. Check-in is planned at Honiara or Gizo. Intended stops include Honiara, the Russell Islands, Marovo Lagoon, Seghe, Gizo, and Vona Vona. The area is remote, with limited provisioning. Daylight passages and current local security guidance will govern the route.

Papua New Guinea, Indonesia, Bali, and the Philippines — September to early November 2027

Papua New Guinea — September 2027

The intended approach from the Solomons is north toward Bougainville / Buka and Kavieng, then through the Bismarck Archipelago, or south through the Louisiades and Milne Bay if that track is used. Port Moresby is an official port but is not the primary cruising destination.

Planned highlights include the Louisiade Archipelago on a southern approach, Milne Bay, Tufi, the Trobriand Islands, Rabaul / Kokopo, and Kavieng. PNG requires extra time for clearance, reef navigation, and cultural protocol. The planned exit is west toward Raja Ampat, Indonesia.

Eastern Indonesia and Raja Ampat — October 2027

Sorong is the planned Indonesian check-in from Papua New Guinea. Yacht paperwork, including the CAIT, is to be started months in advance. Intended stops include Sorong, Waisai, Arborek, Wayag, and Misool, with a possible short loop through Halmahera, Ternate, or the Banda Sea if monsoon timing allows.

Bali — late October to early November 2027

Bali is a planned Indonesian stop before the boat turns northwest toward Malaysia and Thailand. Check-in and services are expected at Benoa. Nearby cruiser waters include Serangan, Sanur roads, and short hops to Nusa Lembongan and Nusa Penida in settled weather. Bali is the planned provisioning, crew-rest, and veterinary stop after Raja Ampat and before the Andaman Sea layover.

Philippines — late October or early November 2027, weather permitting

The Philippines sit in the Northwest Pacific typhoon basin, with most activity from May through November and a peak from August through October. The plan is a short southern visit only, and only if the basin is quiet: Palawan (Puerto Princesa), El Nido, and Coron, then west toward Borneo or Malaysia. If a typhoon is active, or if insurance excludes the basin, the Philippines stop will be omitted and the boat will continue Indonesia–Borneo–Malaysia–Thailand. Manila and the central Visayas are not planned as linger stops on this calendar.

Malaysia and Thailand — November 2027 to March 2028

Arrival in the Andaman Sea is planned for November 2027, at Langkawi (Telaga or Rebak) or Phuket (Yacht Haven, Ao Po, or Royal Phuket Marina). Langkawi is a common first landfall and a duty-free service port.

From November 2027 through March 2028 Some Tuesday plans to cruise and base in the Andaman Sea. This period is the voyage's 2027–28 cyclone-season layover and coincides with the northeast-monsoon sailing season.

- Thailand and nearby ports typical for cruising yachts: Phuket's east coast, Phang Nga Bay (Koh Hong, Koh Panak, Koh Yao Yai and Noi), Krabi and Railay, Koh Phi Phi, Koh Lanta, Koh Rok, Koh Lipe, Tarutao, the Similan and Surin Islands while those parks are open, and the Malaysian islands including Langkawi, Rebak, Kuah, and Pulau Payar.
- A haul-out at Phuket or Langkawi is planned for January or February 2028 to prepare the boat for the Indian Ocean and Red Sea — rig, engines, sails, watermaker, fuel planning, and insurance review.
- A Gulf of Thailand side trip (Koh Samui, Koh Tao, Pattaya) is optional in March and is not required.

Northern Indian Ocean, Red Sea, and Suez — late March to August 2028

The intended Indian Ocean route is the northern one: Thailand or Malaysia to Sri Lanka, the Maldives, Oman, the Gulf of Aden, the Red Sea, and the Suez Canal. The Mascarenes (Mauritius and Réunion) are a weather alternative, not the primary track, because they lie in the South Indian cyclone belt.

Leaving Thailand at the end of the northeast monsoon places the Red Sea arrival in late spring or early summer 2028. That is later and hotter than a mid-winter Red Sea transit. The schedule accepts that tradeoff in order to complete the Thailand season. If Gulf of Aden or southern Red Sea security is not acceptable in 2028, the Cape of Good Hope becomes the route, with that decision made before the boat commits to Oman.

- Late March or early April 2028 — Departure from Phuket or Langkawi. Penang is an optional last Malaysian stop.
- April 2028 — Galle, Sri Lanka. Galle Fort Harbour is the standard cruiser port for clearance, services, and provisioning.
- Late April–mid-May 2028 — Maldives. Uligan is the usual northern yacht check-in; Malé is the service alternative. The visit is planned as two to three weeks so the Arabian Sea crossing still falls before the southwest monsoon is fully established.
- Second half of May 2028 — Salalah, Oman, the usual jumping-off port for the Gulf of Aden: fuel, rest, and a final security review. A long Dhofar-coast cruise is not planned; the Khareef season arrives on that coast in June.
- Weather alternative: if the monsoon arrives early or the Aden route is closed, a diversion to the Seychelles (Victoria, Praslin, La Digue) and a reassessment of Aden versus the Cape.
- Late May–June 2028 — Gulf of Aden toward Djibouti or a designated reporting waypoint. Transit planning will follow current UKMTO and MSCHOA / BMP guidance. Southern Red Sea and Bab el-Mandeb conditions remain subject to change and will be reviewed again 90 days and 14 days before leaving Salalah.
- June–July 2028 — Red Sea northbound. Intended Egyptian stops, if open and appropriate, include Port Ghalib, Hurghada, and Suez Yacht Club staging.
- July–August 2028 — Suez Canal transit with a licensed agent, then Port Said.

Mediterranean — August 2028 to September 2029

About one year is planned in the Mediterranean, running from a summer 2028 Suez arrival through the 2029 summer season, then west to Gibraltar in time to reach the Canary Islands in autumn 2029. Winter 2028–29 is planned in the southern and eastern Mediterranean rather than the northern Adriatic or the Gulf of Lion.

Late summer and autumn 2028 — eastern Mediterranean

- August 2028 — Port Said staging, then Cyprus (Limassol or Larnaca). Cyprus is the planned first European Union entry for Schengen and pet-passport purposes if it remains the practical gateway.
- September 2028 — Turkish coast: Kaş, Kalkan, Fethiye, Göcek, and Bodrum.
- October 2028 — Dodecanese and eastern Cyclades, including Rhodes, Symi, Nisyros, the Cyclades in settled weather, then Athens, Lavrion, or Poros.

Winter 2028–29 — south and central Mediterranean

- November 2028 — Ionian Islands: Lefkada, Meganisi, Ithaca, Kefalonia, and Corfu.
- December 2028 — Montenegro (Tivat / Kotor) and southern Dalmatia (Dubrovnik, Korčula, Hvar, Vis), then south again before Adriatic winter weather sets in.
- January 2029 — Malta (Valletta and Mgarr, Gozo) and eastern Sicily (Syracuse, the Taormina coast, and the Aeolian Islands in settled windows).
- February 2029 — Tunisia (Bizerte, Sidi Bou Said / Tunis, Kelibia) and/or western Sicily (Trapani, Favignana, the Egadi Islands).

Spring and summer 2029 — westbound to Gibraltar

- March 2029 — Sardinia (Cagliari and the east or west coast) and Corsica (Bonifacio, Porto-Vecchio, Ajaccio).
- April 2029 — French Riviera in shoulder season: Îles d'Hyères and Porquerolles, then Cannes, Antibes, or Monaco.
- May 2029 — Balearic Islands: Menorca, Mallorca (Palma as a service stop), Ibiza, and Formentera.
- June–July 2029 — Spanish mainland as needed, then Cartagena and the Andalusian coast to Gibraltar. Ceuta or La Línea as staging.
- August–September 2029 — Gibraltar, with an optional short Morocco call at Tangier, before the October passage to the Canary Islands.

Atlantic crossing — October 2029 to January 2030

The planned westbound Atlantic crossing follows the standard winter trade-wind route from the Canary Islands to the eastern Caribbean. The intended departure window is late November 2029 through early January 2030. That window sits after the official Atlantic hurricane season ends on 30 November, when the northeast trades are usually established. The Atlantic Rally for Cruisers typically leaves Las Palmas in late November; Some Tuesday may leave independently on a nearby weather window. Departures before mid-November still overlap the hurricane-season tail. Departures after mid-January often find less reliable trades.

- October 2029 — Gibraltar to the Canary Islands. Las Palmas de Gran Canaria is the planned final European yard, sailmaker, and provisioning stop. Lanzarote may be an earlier Canaries landfall. Madeira is optional only if the boat leaves Gibraltar earlier than planned.
- Late November or December 2029 — Departure from Las Palmas. Two routes are planned as options: a direct-style crossing of about 2,700 nautical miles and 18–22 days to Barbados, St. Lucia, or Martinique; or Las Palmas to Mindelo, São Vicente, Cape Verde (about 800 nautical miles), then about 2,100 nautical miles to the eastern Caribbean. Cape Verde shortens the long offshore leg for a two-person crew.
- Intended landfall is Barbados, Rodney Bay in St. Lucia, or Le Marin in Martinique, in mid- to late December 2029 or the first week of January 2030.

Caribbean — December 2029 to May 2030

One Caribbean season is planned, beginning in the southern Windwards and ending at the Panama Canal in June 2030. The boat will remain south and east early in the season, then work north through the islands on the winter trades before turning west.

- December 2029–January 2030 — Barbados, then Grenada (Prickly Bay, Port Louis) and the Grenadines: Carriacou, Petite Martinique, the Tobago Cays, Bequia, Mustique by permit, and St. Vincent. Grenada is the planned late-year base.
- February 2030 — St. Lucia (Rodney Bay), Martinique (Le Marin, St. Pierre), and Dominica (Portsmouth, Indian River, Cabrits).
- March 2030 — Guadeloupe (Deshaies, Les Saintes), Antigua (English Harbour and Falmouth), and Barbuda in settled weather.

- Late March–April 2030 — St. Barthélemy, St. Martin / Sint Maarten (Simpson Bay for parts), the British Virgin Islands (North Sound, Virgin Gorda, Jost Van Dyke), and the U.S. Virgin Islands if clearance is worthwhile.
- The Bahamas are not on this season's track. The distance conflicts with a June Panama Canal transit.
- May 2030 — Westbound toward Panama on the lower-risk cruiser line: Grenada or Bonaire to the ABC islands (Bonaire, Curaçao, Aruba), then Santa Marta or Cartagena, Colombia, the San Blas / Guna Yala islands, and Portobelo or Shelter Bay, Panama.
- If an early 2030 hurricane season develops, the planned fallback ports are Grenada, Trinidad, or the ABC islands rather than the Virgins or the Bahamas.

Panama Canal and the return to California — June to November 2030

- May–early June 2030 — Shelter Bay Marina, Colón. Canal agent booking is planned by January 2030, with line handlers, fenders, and lines to the ACP requirements then in force.
- Mid-June 2030 — Panama Canal transit, then Balboa / Playita on the Pacific side.
- Late June–July 2030 — Las Perlas (Contadora, Isla del Rey) as a short shake-down, then west.
- July 2030 — Costa Rica Pacific coast: Golfito, Bahía Drake, Quepos / Manuel Antonio, Bahía Ballena, and Papagayo / Playas del Coco. Papagayo winds will govern the timing of that gulf.
- Optional Central American stops northbound include San Juan del Sur, Nicaragua; Bahía del Sol, El Salvador; and Puerto Quetzal or Chiapas if the Mexican Pacific requires a wait.
- August 2030 — Southern Mexico, including Huatulco, then Puerto Vallarta / Banderas Bay as a marina and veterinary stop.
- September 2030 — Eastern Pacific hurricane awareness remains relevant. Planned options are a rated marina in Banderas Bay or Mazatlán, or the Sea of Cortez (La Paz, Puerto Escondido, Bahía Concepción).
- October 2030 — After the later part of the eastern Pacific season, Cabo San Lucas, the Baja coast or a Sea of Cortez exit, Turtle Bay, Ensenada, and San Diego.
- October–November 2030 — Return to Marina del Rey / Los Angeles. November remains an acceptable arrival if Mexico requires a conservative wait.

Master Timeline

Dates	Region	Notes
3 December 2025	Marina del Rey and Catalina	Voyage began
December 2025	Ensenada, Turtle Bay, Cabo San Lucas (20 December)	Completed
January–February 2026	Sea of Cortez, Puerto Vallarta, Barra de Navidad, Manzanillo, Acapulco	Completed
27 February–3 March 2026	Puerto Madero, Chiapas	Completed
March 2026	El Salvador	Completed
2–29 April 2026	Pacific crossing to Nuku Hiva	Completed
May–July 2026	Marquesas, Tuamotus, Tahiti, Bora Bora	Completed
August–September 2026	Cook Islands, Samoa, Tonga	Completed / in progress
Late October 2026	Depart Tonga	Next
November 2026–April 2027	Fiji	Cyclone-season layover
May 2027	Wallis and Futuna, Vanuatu	Planned
June–July 2027	New Caledonia	Planned
August 2027	Solomon Islands	Planned

September 2027	Papua New Guinea	Planned
October 2027	Raja Ampat and eastern Indonesia	Planned
Late October–early November 2027	Bali; southern Philippines if weather allows	Planned
November 2027–March 2028	Langkawi and Phuket	Andaman Sea layover
April 2028	Sri Lanka, then Maldives	Planned
May 2028	Salalah, Oman	Planned
June–July 2028	Gulf of Aden and Red Sea, if open	Security-dependent
July–August 2028	Suez Canal and Port Said	Planned
August 2028–September 2029	Mediterranean, east to west	Planned
October–November 2029	Gibraltar to the Canary Islands	Planned
Late November 2029–January 2030	Atlantic crossing; optional Cape Verde	Planned
December 2029–May 2030	Caribbean to San Blas	Planned
June 2030	Panama Canal	Planned
July–August 2030	Costa Rica and Central America northbound	Planned
September 2030	Mexico and the Sea of Cortez	Hurricane-season caution
October–November 2030	Baja California to Marina del Rey	Intended return

Live Position and Rescue Contacts

Some Tuesday reports position automatically. A position fix is sent to PredictWind every 10 minutes and is also published on the vessel's noforeignland page. Because the track is continuous, separate landfall reports are not used.

PredictWind live tracking: <https://www.predictwind.com/tracking/SV-SomeTuesday>

noforeignland — Some Tuesday: <https://www.noforeignland.com/boat/some-tuesday>

Region	Authority	Contact
U.S. West Coast, Mexico, 2030 return	USCG RCC Alameda	+1-510-437-3701
French Polynesia	JRCC Papeete	+689-40-46-46-46
Tonga, Fiji, Samoa, Cook Islands	Fiji RCC Nadi; AMSA as regional backup	+61-2-6230-6811
Vanuatu and New Caledonia	JRCC Nouméa; Vanuatu Meteorology and Geo-Hazards Department	Confirm numbers before departure
Solomon Islands and Papua New Guinea	AMSA JRCC Australia	+61-2-6230-6811
Indonesia	Indonesia MRCC	+62-21-650-6455
Philippines	Philippine Coast Guard MRCC	+63-2-8527-8481
Malaysia, Singapore, Thailand	MRCC Singapore	+65-6542-5000
Sri Lanka	MRCC Colombo	+94-11-244-3333
Maldives	MRCC Malé	+960-331-5541
Oman	MRCC Muscat	+968-24-736-677
Seychelles	MRCC Victoria	+248-422-4616
Djibouti and Gulf of Aden	MRCC Djibouti	+253-21-352-501

Egypt, Red Sea, Suez	MRCC Alexandria	+20-3-486-4195
Eastern Mediterranean	JRCC Larnaca; MRCC Piraeus	+30-210-411-2500
Central Mediterranean	MRCC Rome	+39-06-5908-4503
Adriatic	MRCC Rijeka; MRCC Bar	+385-51-9155 / +382-30-313-088
Western Mediterranean and Gibraltar	MRCC Madrid; MRCC Tarifa	+34-91-755-9133 / +34-956-684-065
Tunisia	MRCC Tunis	+216-71-561-200
Canary Islands	MRCC Las Palmas	+34-928-467-746
Cape Verde	MRCC Praia	+238-260-3030
Caribbean	USCG Sector San Juan and local island authorities	As applicable to last port
Panama Canal	Autoridad del Canal de Panamá and the appointed agent	Agent holds working numbers

Float Plan Contacts

Name	Relationship
Hank Dunlap	Son
Carter Dunlap	Son
Sarah Harbor	Sister of Meghan

Paperwork Timeline

- September–October 2026 — Fiji yacht clearance and dog-import requirements, including any required RNATT and parasite treatment.
- Early 2027 — Permits and veterinary paperwork for Vanuatu, New Caledonia, Wallis and Futuna, the Solomon Islands, and Papua New Guinea. Indonesian CAIT and crew list.
- Mid-2027 — Malaysia and Thailand dog-import permits. Thai Department of Livestock Development timing is commonly 7–60 days before arrival. Insurance review before the Indian Ocean.
- Late 2027 — Sri Lanka, Maldives, and Oman veterinary import permits. Red Sea war-risk insurance quote. Suez Canal agent.
- Early 2028 — Egyptian health-certificate requirements. Rabies titer and tapeworm timing for first European Union entry and an EU pet passport, planned at Cyprus if that remains the gateway.
- 2028–2029 — Schengen 90/180-day management. Turkey and Tunisia are planned as useful non-Schengen ports. Montenegro, Tunisia, and Morocco permits as required.
- 2029 — Canary Islands are European Union territory. Cape Verde permit. First Caribbean island permits; Barbados may require advance application and a rabies titer.
- January 2030 — Panama Canal agent and ACP compliance. Refreshed Panama, Costa Rica, and Mexico veterinary paperwork for the return.

Dogs

Import rules change by country and by year. Current official notices and Noonsite guidance will be checked about 90 days before each new landfall.

- On board: originals and two paper copies, plus a cloud copy, of microchip certificates, current rabies vaccinations, titer / RNATT results where used, parasite treatments, and the latest health certificate.
- Rabies titer / RNATT work is expected for Fiji, for first European Union entry, and for Barbados. Titer validity is measured in months.
- Veterinary examinations are planned at major service ports, including Savusavu or Vuda, Nouméa, Bali or Phuket, Galle, Limassol or Athens, Palma, Las Palmas, Grenada or Rodney Bay, Shelter Bay, and Puerto Vallarta.
- Mr. Pickles is 15 and Colonel Mustard is 12 as of this revision. Rest days are planned after ocean passages.
- Mauritius and Seychelles are not on the primary 2028 track. If used as a weather diversion, quarantine should be expected, including a common five-day minimum in Mauritius.

Provisioning, Weather, and Navigation

Provisioning

The vessel completed a 28-day Pacific crossing in April 2026. Deep restocking is planned before the May 2027 Fiji–Vanuatu departure, the September 2027 Papua New Guinea–Indonesia stretch, the March 2028 Thailand–Oman chain, the November 2029 Atlantic crossing, and the June 2030 Panama–Baja return. Additional pet food is planned from Vuda, Nouméa, Bali or Phuket, Galle, Las Palmas, Grenada, and Puerto Vallarta.

Weather sources

- South Pacific and Fiji — Fiji Meteorological Service, PredictWind, ECMWF, local VHF nets, and marina cyclone notices.
- Melanesia and Papua New Guinea — Australian Bureau of Meteorology regional models and local warnings.
- Philippines — PAGASA typhoon bulletins.
- Andaman Sea — Thai meteorological guidance and marine-park closure calendars.
- Northern Indian Ocean and Red Sea — ECMWF / UK Met Office plus UKMTO security broadcasts. GPS interference has been reported in parts of the Red Sea; paper charts and a celestial backup remain part of the navigation plan.
- Mediterranean — regional GRIB files and named-wind patterns (meltemi, mistral, bora).
- Atlantic and Caribbean — U.S. National Hurricane Center, NOAA, and Météo-France for the Canary Islands.
- Mexico return — National Hurricane Center eastern Pacific outlooks from July 2030.

Navigation

Paper charts appropriate to each basin are carried, with electronic charts and satellite overlays in reef country, including Fiji's Lau Group, Vanuatu, the Solomon Islands, the Louisiades, Raja Ampat, the Maldives, the Red Sea, and San Blas. AIS is used in canals, the Mediterranean, and the Caribbean. Reef navigation is the primary hazard from Tonga through Indonesia. Traffic and unlit fishing gear become the primary hazards from the Mediterranean home.

Contingency Planning

- A named cyclone while Some Tuesday is in Fiji: the boat proceeds to the reserved marina, hardstand, or mangrove plan.
- A late South Pacific system in May 2027: Vanuatu departure is delayed in Fiji.
- An active typhoon near the Philippines in October 2027: the Philippines stop is omitted; the route continues Indonesia–Borneo–Malaysia.
- An early southwest monsoon in April 2028: departure from Thailand moves forward so the westbound Indian Ocean leg is not sailed against a mature monsoon.
- Gulf of Aden or southern Red Sea conditions that do not support a yacht transit in 2028: the Cape of Good Hope is used, with the decision made from the Maldives or Seychelles before Oman.

- Suez Canal closure after the boat is already in the northern Red Sea: a short wait in a managed Egyptian marina only; the strategic alternative is the Cape route chosen earlier.
- A harder than expected Mediterranean winter: the boat remains in the south — Malta, Tunisia, southern Sicily, or Cyprus — and omits the Adriatic loop.
- A missed December 2029 Atlantic window: the boat waits in Las Palmas or Mindelo into January rather than leaving in October.
- An early 2030 Caribbean hurricane season: the boat remains in Grenada, Trinidad, or the ABC islands and still approaches Panama from the south.
- An eastern Pacific hurricane on the 2030 return: the boat uses the Sea of Cortez or a rated Mexican marina rather than the unsheltered outside of Baja.

Notes

This float plan states intended ports and seasons for family, insurers, and rescue authorities. Each ocean leg will still have a separate weather-routed passage plan and a departure-day decision.

Live position is published every 10 minutes on PredictWind (<https://www.predictwind.com/tracking/SV-SomeTuesday>) and on the Some Tuesday page at noforeignland (<https://www.noforeignland.com/boat/some-tuesday>). Interruptions in AIS coverage in remote waters are common and are not, by themselves, an overdue event while those trackers remain active.

Seasonal safe locations under this plan: prepared Fiji marinas or hardstands, November 2026–April 2027; Langkawi and Phuket, November 2027–March 2028; southern and eastern Mediterranean harbors, winter 2028–29; Grenada, Trinidad, or the ABC islands if an Atlantic hurricane threatens in 2030; the Sea of Cortez or a rated Mexican marina if an eastern Pacific hurricane threatens on the return.

Revised 24 September 2026, Tonga.