

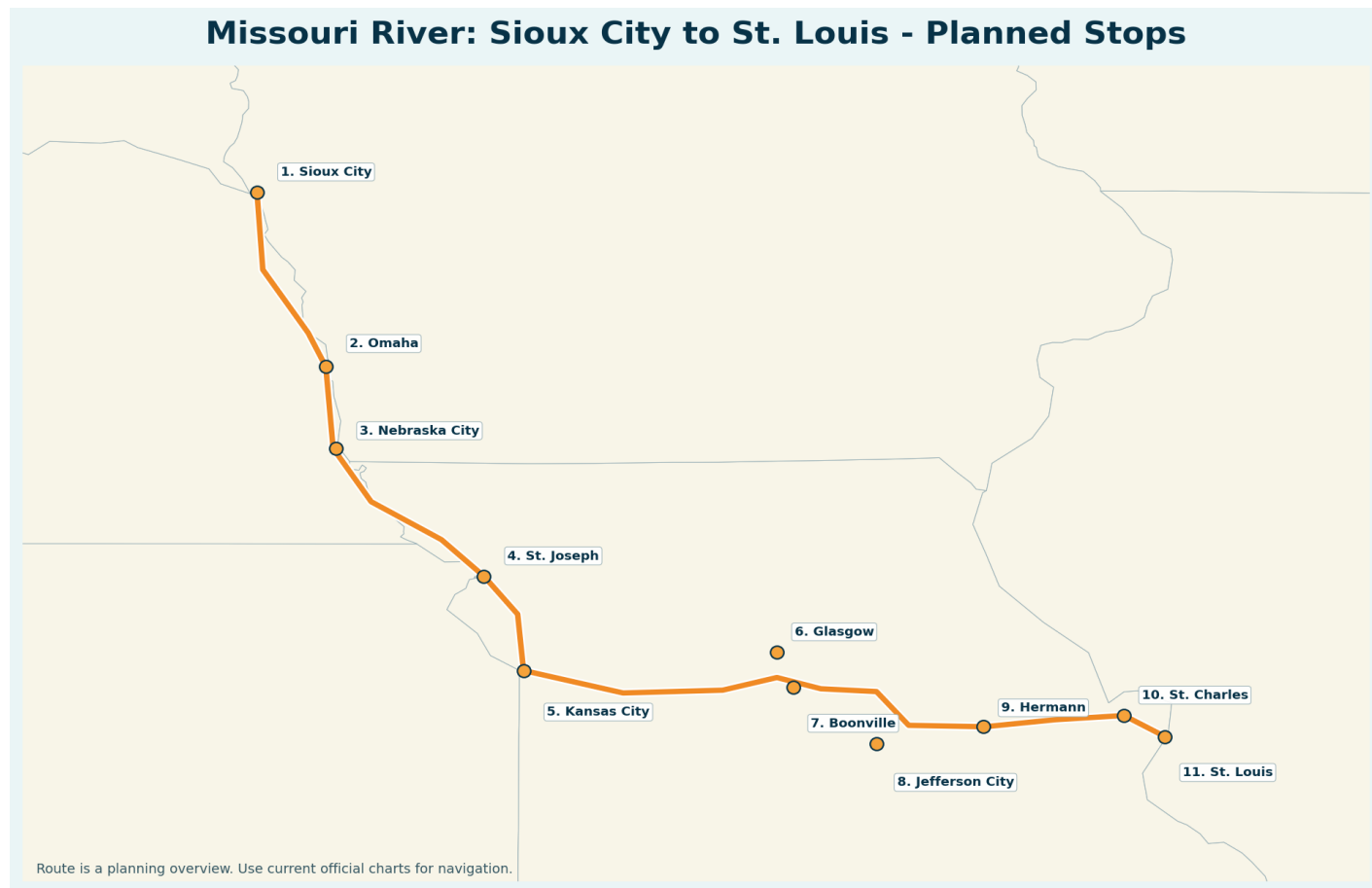
MISSOURI RIVER SIOUX CITY TO ST. LOUIS

Shakedown cruise aboard the Yukon Delta Nomad

Approximately 734 river miles - downstream

2027 WORKING MASTER PLAN - NOT A NAVIGATION CHART

Route map and planned stops



Numbered points identify the primary planned stops and resupply areas. The orange line follows the Missouri River corridor for planning; precise channel routing must come from current official charts and conditions.

How to use this guide

This is a practical planning workbook for the downstream Missouri River shakedown cruise. It is built for two adults, Remi the Belgian Malinois, Ruger the Doberman, and the 25-foot Yukon Delta Nomad. It supports route selection, daily decisions, fuel planning, provisioning, marina/anchorage balance, dog logistics, and contingency planning.

Important: This guide is not a substitute for current charts, Coast Guard Notices to Mariners, USACE lock information, NOAA weather, local knowledge, or the captain's judgment. Facilities, depths, fuel availability, bridge schedules, dredging conditions, and regulations can change before 2027. Call every critical fuel stop and overnight location shortly before arrival.

Core voyage assumptions

- Spring 2027 departure, adjusted to safe river stage and weather.
- Relaxed pace: normally 4-6 running hours at 5-6 knots through the water.
- 80 gallons total gasoline; planning consumption 2-3 gph.
- Balanced overnight plan: marinas/municipal docks when available plus carefully selected anchorages.
- Daylight-only operation; no attempt to meet a fixed schedule in unsafe conditions.

Daily operating rhythm

Before departure	Weather, river stage, notices, engine fluids, bilge, steering, fuel transfer/selector, dog exercise.
Departure	Brief route, hazards, bailout points and next confirmed fuel source.
Every hour	Position, fuel use, temperatures, charging, traffic, wind and remaining daylight.
Midday	Recalculate ETA and reserve; stop early if conditions or crew fatigue warrant.
Arrival	Secure, log fuel/hour-meter data, shore-power check, dog walk, inspect strainers and running gear.

Route at a glance

Segment	Distance (miles)	Duration (days)	Key Considerations
Sioux City to Omaha	100	3-5	Commission systems and establish real fuel burn.
Omaha to Nebraska City	55	2-3	Short legs; check current and debris behavior.
Nebraska City to St. Joseph	70	3-4	Confirm fuel and landing access before departing.
St. Joseph to Kansas City	130	5-7	Commercial traffic awareness and marina coordination.
Kansas City to Glasgow/Booneville	165	7-10	Longer rural reaches; fuel discipline and secure anchor choices.
Booneville to Hermann	100	4-6	Historic river towns, flexible weather days.
Hermann to St. Charles/St. Louis	110	4-6	Increasing traffic; confluence and arrival planning.

Suggested 24-day framework

Day	Location/Activity	Notes
1	Sioux City area	Commissioning day; fuel, water, systems, dog routine.
2	Sioux City to Decatur area	Short first run; select only a verified safe landing.
3	Toward Blair/Fort Calhoun	Watch wing dikes, debris and current set.
4	Omaha/Council Bluffs	Marina/restock/laundry/maintenance day.
5	Omaha to Plattsmouth	Short downstream day; reassess measured burn.
6	Nebraska City area	Town stop and weather hold option.
7	Toward Rulo/White Cloud	Remote-river day; preselect two bailout points.
8	St. Joseph	Marina or secure landing; fuel and full inspection.
9	Weather/rest day	Hold if river is rising or strong storms forecast.
10	St. Joseph to Atchison reach	Daylight run; verify overnight site before commitment.
11	Toward Leavenworth	Maintain tow and bend awareness.
12	Kansas City	Marina stay; fuel, provisions and crew rest.
13	Kansas City rest/maintenance	Engine/outdrive check and trip-log review.
14	Toward Lexington/Waverly reach	Rural leg with conservative anchorage decision.
15	Glasgow area	Fuel/shore plan must be reconfirmed.
16	Booneville	Town day and protected overnight when available.
17	Jefferson City reach	Plan for current and limited suitable banks.
18	Rest/weather reserve	Use for maintenance or local visit.
19	Hermann	Marina/town stop; prepare for lower-river traffic.
20	Washington/New Haven reach	Short day, dog-friendly shore access priority.
21	St. Charles area	Stage for confluence and metropolitan traffic.
22	Reserve day	Wait for suitable visibility, weather and traffic.
23	St. Louis approach	Coordinate destination and avoid arrival after dark.
24	St. Louis	Secure boat, service systems and close float plan.

Missouri River navigation briefing

- The river's training structures, wing dikes and current seams demand current charts and active visual interpretation. Never cut inside a bend solely to shorten distance.
- Tow traffic has limited stopping and maneuvering ability. Make intentions clear on VHF and avoid lingering in blind bends.
- A charted marina or ramp may be inaccessible at a particular river stage. Verify approach depths, operating season and gasoline availability.
- Anchor only outside the channel in a location protected from traffic wakes, changing stage, debris and overnight wind shifts. Use alarm zones and adequate swinging room.
- The lower approach near St. Louis requires an arrival plan coordinated with traffic, confluences and the selected harbor.

Fuel and range plan

Use the 80-gallon capacity as total capacity, not guaranteed usable fuel. Keep a minimum 20% reserve and begin looking for fuel before reaching it. At 2-3 gallons per hour and 5-6 knots, the planning range varies widely with current, wind, hull condition, loading and engine tune.

Conservative	3.0 gph	5.0 kn	64 gal	107 nm
Middle	2.5 gph	5.5 kn	64 gal	141 nm
Favorable	2.0 gph	6.0 kn	64 gal	192 nm

Fuel rules

- Confirm the next fuel source by telephone; do not rely only on an app listing.
- Record engine hours, gallons added and conditions after every fill. After three to five legs, replace planning estimates with the boat's measured consumption.
- Avoid routinely drawing tanks completely empty. Rotate tanks deliberately and keep a written selector-valve log.
- Carry absorbent pads, spare filters, approved clamps and tools; never carry loose gasoline containers inside the cabin.

Crew and dog plan

Remi and Ruger make short, predictable cruising days especially valuable. Favor stops with safe shore access and avoid committing to long exposed legs without a realistic landing option.

Exercise	Long walk before departure; shore break at arrival; choose a midday landing when practical.
Heat	Shade, ventilation, nonslip cool surface and abundant drinking water. Never leave dogs unattended in a closed cabin.
Boarding	Harnesses with handles, fixed boarding routine, nonslip ramp or steps and one handler assigned per dog.
Identification	Current tags, microchip registration, recent photos, vaccination records and veterinarian contact list.
Emergency	Canine first-aid kit, medications, muzzle appropriate for emergency handling, nearest emergency-vet lookup before remote legs.

Safety, communications and contingencies

File a float plan with a shore contact and update it when the itinerary changes. Monitor VHF 16 and the working channel used locally. Use AIS as an aid, never as a substitute for a visual watch.

Fast current / debris	Rising river, recent storms, reports from tow traffic	Delay; use protected marina; avoid night travel; maintain maneuvering speed.
Grounding	Shoaling reports, water-color change, cross-track error	Idle immediately, assess hull/drive, back off only if safe, call for assistance if uncertain.
Engine overheating	Temperature trend, reduced raw-water flow	Reduce load, shut down if temperature continues rising, anchor only if safe, inspect intake/strainer/impeller.
Thunderstorm / high wind	Radar or alert, building gusts	Seek secure harbor early; remove loose gear; avoid exposed anchoring.
Crew or dog medical issue	Symptoms or heat stress	Identify nearest road-access marina/ramp; call 911 for emergency; keep vet and medication records accessible.

Required pre-departure checks

- USCG-required safety equipment, properly sized PFDs, dog flotation and recovery method.
- Primary and backup navigation devices, paper overview charts, charging cables and offline chart coverage.
- Two anchors appropriate for bottom and conditions, adequate rode, chafe protection and windlass/manual recovery plan.
- Spare belts, impeller, filters, fluids, fuses, relays, hose, clamps, plugs, basic fasteners and repair materials.

Pre-cruise call sheet

Activity	Equipment and Supplies	Weather and River Conditions
Launch / staging	Ramp or marina capacity, trailer storage, mast/height issues	River stage, ramp condition, parking instructions
Fuel	Potential gasoline stops and operating season	Hours, fuel type, approach depth, pump status
Overnight	Marinas and candidate anchor reaches	Slip/space, check-in, pet rules, current local hazards
Navigation	Chart coverage and notice sources	USACE/USCG notices, closures, dredging, local hazards
Arrival	St. Louis destination and ground transport	Slip confirmation, approach instructions, arrival window

Official checks before and during the trip

- US Coast Guard Local Notices to Mariners and Broadcast Notices to Mariners.
- US Army Corps of Engineers river and navigation information for the relevant Missouri River districts.
- NOAA/National Weather Service forecasts, radar and river gauges.
- Current electronic charts and official chart updates; marina operators and local harbor staff.