



LONDONLINE



NEWS & VIEWS OF THE
LONDON POWER AND SAIL SQUADRON

A Maritime Adventure

To say that folks 'down east' are friendly is like saying the Atlantic Ocean is salty. A bit of an understatement!

We arrived in Halifax late on a Friday night and spent the next morning walking the steep lanes to the bustling Farmer's Market where local artisans of craft and food plied their wares. As luck would have it our arrival coincided with a busker festival filling the streets with the all the sights and sounds of musicians and acrobats.

A short walk took us to the Halifax Public Gardens that have been lovingly restored to their former splendour after being devastated by Hurricane Juan in 2003. Another short jaunt led us to the Halifax Citadel for an interpretive tour of the fort and quarters that detailed the events of the infamous explosion of 1917. In the Maritime Museum of the Atlantic, you can get an up close and personal with the many types of hand crafted vessels that shaped the history and culture of the Maritimes. One display of particular interest was a goose-hunting boat, resembling a bulky kayak with a cuddy-cabin. The propeller was manually operated with a pair of pedals connected to a gear drive, the so called 'silent' motor. These often home made vessels were ingeniously painted white to blend in with the ice floes from which hunters would stock their prey from the near shores off Newfoundland. ... con't on Pg 3



COMING
EVENTS

February
2010

FEBRUARY

- 1st - Submission deadline for London Line February Edition
- 9th - Squadron Bridge meeting @ 1900, HMCS Prevost, London

MARCH

- 2nd - PCOC course at CCH begins
- 9th - Radar course at CCH begins
- 9th - Squadron Bridge meeting @ 1900, HMCS Prevost, London
- 14th - Daylight Savings Time

APRIL

- 1st - Submission deadline for London Line February Edition
- 13th - Annual General Meeting @ HMCS Prevost, London
- 20th - VHF course at CCH begins
- 20th - PCOC course at CCH begins
- 20th - Squadron Bridge meeting @ 1900, HMCS Prevost, London

MAY

- 9th - Squadron Bridge meeting @ 1900, HMCS Prevost, London

FOR LOCATION OF HMCS PREVOST SEE MAP ON PG 6.



Commander

Deb Hughes 453-4714

Executive OfficerBev Miatello AP 670-4123**Training Officer**Steve Waite AP 473-0517**Bursar/ ATO Boating**

John Manvell 455-3627

Secretary

Larry Monger 685-4159

TreasurerRalph Smith AP 472-0453**Membership Officer**

Bernie Weis 473-7060

ATO Boat Pro

Barbara Billingsley 474-3432

ATO Marine Radio

Guy McLean 434-5491

PR Officer

position available

Immediate Past CommanderMark Hunsberger AP 453-4714**London Line Editor/ Prod. Manager**

Eric Jones 438-3135

London Line AdvertisingMark Anderson AP 951-8637**Community Liaison**

John McKay 666-1605

Appointed Officers**LPSS Web Site**

Shawn Billingsley 474-3432

CertificatesP/ CDR Horst Ammann AP 668-6904**Historian**

John G. Hamilton, SN 438-9468

Electronic Training AidsDave Corke, AP 720-9367**Auditor**Tony Pritchard, SN 432-9446**Regalia Officer**

Lorna Jeffrey 471-4834

Port Captain - Port Stanley

Paul Neve 473-0296

Port Captain - FanshaweRalph Smith, AP 472-0453**Events**Alan Sargant, P 433-2736**from the helm**COMMANDER
DEB HUGHES

Greetings fellow boat enthusiasts!
The start of the America's Cup race always seems to signify that the boating season is just around the corner. This 33rd America's Cup will be a complete new game with two multihulls sailing upwind at 25 knots at times and capable of speed in excess of forty knots under gennaker. These sailing yachts are possibly of the highest technology ever built, and it makes you wonder how much faster and lighter a sailboat can be made to race fast yet safe!

Spring is just around the corner and it won't be long before our boats are in the water. I'm sure everyone will be reviewing their pre-launch checklists in anticipation of getting out on the water again. We will be offering free Recreational Vessel Courtesy Checks to help you prepare for the boating season, verify that you have all the required safety equipment on board, and get your safety inspection sticker! CPS is working in partnership with Transport Canada's Office of Boating Safety and will help ensure that you and your family have an enjoyable and safe summer on the water.

Another reminder that your PCOC cards are now required for all motorized craft. A CPS Pleasure Craft Operator Card (PCOC) course is the best way to prepare. We have several dates coming up for these courses the earliest being March 2nd and April 20th so sign up soon. Call John Manvell at 519-455-3627.

This edition of London Line gives notice of the Nomination report for both the London Squadron and the District

rosters for next years Bridges. Our London Squadron Annual General Meeting and Merit Mark recognition will be held this year on April 13th at HMCS Prevost at 1900 hrs. The District Annual General Meeting and 50th Anniversary will be held of April 17th in Forest at the Kimball Hall (Forest Memorial Community Center).

We are always looking for boating stories to publish in London Line – and I particularly would like to see more articles submitted from our female boaters. If you have any stories or know of someone that may have a good story to be told – please contact me at deb-hughes@rogers.com.

The 2010 London International Boat, Fishing & Leisure Show also signals the start of a new season. We hope to see you there!

LONDONLINE

London Line is the official publication of the London Power and Sail Squadron (a unit of the Canadian Power and Sail Squadrons) to inform and advise members and students.

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LONDON POWER AND SAIL SQUADRON.**

Opinions expressed do not necessarily reflect those of the Editor or London Line, London Power and Sail Squadron or CPS-EPC. The Editor reserves the right to decline article submissions if they do not meet editorial criteria.

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I find the great thing in this world is not so much where we stand, as in what direction we are moving: to reach the port of heaven, we must sail sometimes with the wind and sometimes against it -- but we must sail, and not drift, nor lie at anchor.

Oliver Wendell Holmes 1858

...from Pg. 1 Before leaving for PEI on Sunday, a short detour to Peggy's Cove, a small fishing town on the south shore, was in order. A nearby memorial for victims of the ill fated flight of Swissair 111 was in sombre contrast to the rugged beauty of the lighthouse standing as a silent sentinel to the events that unfolded on the night of September 7, 1998. Lighthouses are abundant in this part of Canada and following them along the coast with historical brochures in hand is a popular tourist attraction.

Even more numerous, though, are the churches. The numerous fisherman's memorials, lighthouses and churches continue to remind us of the dangers of the sea, and the toil and hardships sustained by generations of hard-working men and women of the Canada's east coast.

In another Stratford, across the bay from Charlottetown, PEI, was the home of my in-laws. From their deck was a wonderful view of the waterfront and the Charlottetown Yacht Club. Their friend and past commodore of the Club was Terry Allen, the host of a local television program. Twice, Terry invited me to go sailing around the harbour on his Beneteau 30.5, once for race night and another time just for fun. I enjoyed the salt water experience almost as much as Terry's friends and lively conversation!

The chart of the area shows green for reeds and weeds and when the tide is out that is exactly what you will see. The many Great Blue Heron waiting for a snack in the shallows area is a treat for any bird watcher, and walks along the shoreline littered with a myriad of shells and beach glass is a beach combers delight.

One afternoon at mid-tide we took out a couple of kayaks for a paddle around the harbour and into some small streams caused by erosion. Crabs scuttled about as we navigated the salt marsh. Reeds and other unusual plants were within reach. Cormorants populate the bay as well, and we were lucky enough to spot a Kingfisher as it hunted the small fish teeming beneath us on our expedition. Back on shore we looked forward to a sumptuous lobster dinner prepared by our hosts.

On PEI seafood doesn't get any fresher unless you cook it on the boat! Scallops, clams, lobster, oysters, farmed mussels as well as fresh haddock and fish of all types are on the menu at every stop along the way. Imagine ordering fish cakes and actually being able to taste the fish!

After a day spent walking the trails in Cavendish Provincial Park, Friday morning saw us trundling into the car to catch a ferry back to Nova Scotia. The drive inland was as scenic as could be, with small lakes, rivers and boats, boats, boats. We were headed for historic Lunenburg, now a UNESCO world

heritage site, and stopped for lunch in the town of Chester. As luck would have it, it was race week! The harbour was a sight, with several classes of sailboats on different courses as far as you could see, while a brisk on-shore breeze caught dozens of colourful spinnakers to wend their way toward us from the outer harbour.

Along the shore in Lunenburg, we were able to book passage for an afternoon on the Bluenose II. A replica of the original, it's an impressive and beautiful example of maritime craftsmanship. The day began with a stroll along the pier as a schooner entered the harbour. A pony-tailed sailor ran around the dock finally finding the tamper for his small cannon on a charter boat. 'We're gonna to give 'em a real Lunenburg welcome!' he beamed, placing the banger on the edge of the pier. 'Fuse! I need some fuse!' he shouted across to the crew of the Bluenose II who already had their cannon prepped and primed for the salute. Some cordite was flung up from below-decks and he asked us to step back and cover our ears. Fuses were lit as the 'Maryland' drew alongside the wharf and a healthy boom from our dock-man's cannon was quickly followed by the stern cannon of the Bluenose II!

There was a nice breeze for our afternoon cruise and the crew demonstrated what a well practised group of sailors can do with a large wooden vessel. Hanging around the stern I took the opportunity to bend the Captain's ear. He told me the decking is sealed in the traditional way with pitch and cotton, but is then caulked on top with 3M's 5200 black. Another modern innovation was the use of Dacron sails the Captain said con't on Pg. 4



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from Pg. 3 would last about twenty years! The cordage throughout the vessel is also synthetic; polyester and nylon manufactured to look like their ancient cousins hemp and sisal. Every line is expertly spliced and whipped making even the rigging an example of superb Marlinspike Seamanship. The GPS was reading about 6 knots SOG as I went forward to explore.

A farewell dinner on a patio overlooking the harbour was a memorable finish to a wonderful 8 days in two of Canada's most beautiful provinces. But don't take my word for it, go see them for yourself!

Mark Anderson AP



Mark of Green Gables

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Meet The Members

If you'd like to submit a member or yourself to be profiled, respond to the same questions you see below (or be creative!) with a suitable photo and send them to the editor by email. This month's candidate is the London Squadron's Electronic Training Aids Officer, Dave Corke.

How and when were you introduced to boating?

Very early (2 or 3 years old) by my father usually associated with fishing (although picnic/shore lunches and day cruising were also involved as long as it didn't interfere with fishing). Most vacations when I was young were spent at a fish camp on the south shore of Lake Nipissing (Camp MacMac)

How and when did you get involved with the power and sail squadron?

In the late 80s I had a friend who wanted my assistance crewing for him and his newly established Charter business on Lake Huron, so I signed up for the Basic Boating course. In 1990 I bought a new Thundercraft pocket cruiser (one of the last ones built). So, since then I have tried to keep my knowledge current by taking courses or instructing courses over my boating years - I have extensively traveled on Lake Erie (Port Stanley), Lake Huron (Port Franks) and Georgian Bay (Parry Sound).

What are your present boating activities?

At present I am between boats, so crewing for my friends and my fishing activities keep me on the water.

What are your future boating plans?

Another boat may be in my future - but it's a real rollercoaster ride in this economy.

What are your present non boating adventures?

I am having a great time as a member of the Boating Course team (and hopefully making a difference) aiding P/D/C Keith Roberts and the work he is doing as director of the Boating course. - oops, sort of Boating. I am organizing the annual family fishing trip - siblings, nephews, cousins and friends - oops that's boating. I am looking forward to fishing on Great Slave Lake later this year - oops, boating again. Friends are coaxing me to take a cruise with them early next year - oops, real big boats.



TO: MEMBERS OF THE LONDON POWER AND SAIL SQUADRON

Notice of the Annual General Meeting and Merit Mark Ceremony

Notice is hereby given that the Annual General Meeting of the London Power and Sail Squadron will be held:

Location: HMCS Prevost, 19 Becher St. London ON

Date and Time: Tuesday April 13, 2010 at 1900

FOR THE PURPOSE OF;

1. Receiving and, if thought fit, approve the reports of the Squadron's Officers
2. Receiving the Auditor's Report on the financial position of the Squadron
3. Electing to office those members whose names and addresses appear in the Report of the Squadron Nominating Committee as contained herein and forming a part of this notice
4. Appointing an Auditor for the Squadron Year 2010-2011
5. Considering such other business as may be properly brought before the meeting

Please note the "Members eligible for election as Squadron Officers" as set out in Article 12 of the Canadian Power and Sail Squadron Regulations, which reads as follows,

"No member of this Squadron shall be eligible for election as provided in Section 11.6.1 of these regulations at any Annual General Meeting unless nominated by the Squadron Nominating Committee or by a petition in writing, signed by not less than five members of the Squadron who shall confirm the consent of their nominee to such nomination. All such nominations.... By petition shall be filed with the Squadron Secretary not less than two days prior to the date of the meeting at which such election shall take place."

Deb Hughes, Commander, London Power and Sail Squadron

London Power and Sail Squadron Nominating Committee Report

1. The Squadron Nominating Committee nominates the following members for election as Officers for the 2010-2011 Squadron year.

Commander	Steve Waite	103 Chesham Ave. London N6G3V1	519-473-0517
Executive Officer	Bev Miatello	109 Vauxhall St. London N5Z1B5	519-670-4123
Training Officer	John Manvell	15 Madeira Drive London N5V2M3	519-455-3627
Secretary	Glenn McCann	2 Dundee Place London N6C5E6	519-432-2988
ATO Bursar	Peter Hammond	3042 Meadowgate Blvd. N6M1L1	519-685-0864
Treasurer	Ralph Smith	41 Nottingham Cres. London N6K1P9	519-472-0453
Membership	Bernie Weis	900 Quinton Rd. London N6H3A7	519-473-7076
ATO Boat Pro	Harry Harris	29 Silverdale Cres. London N5Z4A5	519-681-8259
ATO Maritime Radio	Guy McLean	1119 Gatewood Rd. London N5Y4Z3	519-434-5491
Public Relations	Cam Stevens	37 Repton Ave. London N5X3G3	519-850-3933
Community/ Welfare	John McKay	23336 Nairn Rd. Komoka N0L1R0	519-670-4123
London Line Editor	Mark Hunsberger	272 Short Ave. London N5W1W2	519-453-4714
L.L. Business Manager	Mark Anderson	434 Charlotte St. London N6G5J2	519-951-8637
Events Officer	To Be Determined		

2. The Nominating Committee also nominates the following for appointment by the Members as the member responsible for the Squadron's Internal Audit Review;

P/V/C Tony Pritchard SN 11 Ravensglass Cres. London N6G4K1 519-432-9446

3. The Nominating Committee also advises that,

a) The following member will serve on the Squadron Executive Committee by virtue of her position as Immediate Past Commander and will not require election or appointment:

P/Cdr Deb Hughes 590 Dufferin Ave. London N6B2A4 519-667-0749

b) The following Members will serve on the Squadron Nominating Committee for 2010-2011 by virtue of their positions and do not require election or appointment,

P/Cdr Deb Hughes (Chair), P/Cdr Mark Hunsberger, Cdr Steve Waite

Respectfully Submitted,

P/Cdr Mark Hunsberger (Chair), P/Cdr Larry Monger, Cdr Deb Hughes

February 13, 2010

Notice of the District Annual General Meeting

Notice is hereby given that the Annual General Conference of Western Ontario District of the Canadian Power and Sail Squadrons/ Escadrilles canadienne de plaisance will be held at:

**Kimball Hall (Forest Memorial Community Center)
6276 Townsend Line, Forest, Ontario
Saturday, April 17, 2010 at 1400**

For the purpose of:

1. Receiving a report from the Officers and Committees of this District.
2. Receiving the Report of the District Treasurer on the financial position of this District.
3. Electing to office those members whose names and addresses appear in the report of the District Nominating Committee annexed to and forming part of this Notice of Meeting.
4. Appointing an Internal Audit Review Committee for the District Year 2010-2011.
5. Considering such other business as may be properly brought before the Annual District Conference

Dave Corke, AP
Secretary, Western Ontario District.

Note: Members eligible for election as District Officers are set out in Article 12 of the District Regulations, Section 12.1 which reads as follows: "No member of this District shall be eligible for election as provided in Section 11.6.1 of these Regulations at any Annual District Conference unless nominated by the District Nominating Committee or by a petition in writing signed by not less than five members of this District who shall confirm the consent of their nominee to such nomination.

All such nominations:

- a) *by the District Nominating Committee shall be filed with the District Secretary at least four weeks prior to the date of the meeting at which such election shall take place:*
- b) *by petition shall be filed with the District Secretary not less than two days prior to the date of the meeting at which such election shall take place. "*

Been there? Done that?

TELL US ABOUT IT!

London Line welcomes submissions from all members.
Have a question? A safety tip?
Had a close call
or interesting adventure?
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CANADIAN POWER & SAIL SQUADRONS WESTERN ONTARIO DISTRICT

TO THE MEMBERS OF WESTERN ONTARIO DISTRICT:

Report of the District Nominating Committee February 2010

The District Nominating Committee nominates the following members for election as District Officers for 2010/1011.

OFFICE/ PHONE	NAME	ADDRESS	SQUADRON
Commander/542-4555	Chris Schooley, P	1041 Michigan Avenue, Sarnia N7S 2B3	Sarnia
Training Officer/734-7031	Michael Smith, P	7010 Matchette Rd., La Salle, N9J 2R9	Windsor
Administrative Officer	TBA		

DISTRICT LIEUTENANTS:

Secretary/720-9367	David Corke, AP	47 Forsythe Ave., Brantford N3R 3L6	London
Treasurer/438-0400	James Jeffery, JN	1801-380 King Street, London, N6B 3L6	London
Ass't Training Officer/453-4714	Mark Hunsberger, AP	272 Short Ave., London N5W 1W2	London
Membership Officer/681-8259	Harry Harris, S	29 Silverdale Crescent, London N5Z 4A5	London
Comm. Officer/282-1870	Peter Fuhry, N	10 Riverbank Dr., St. Thomas N5P 4M5	London
Youth Officer/978-3071	Tracie Berekoff, P	313 Martin Lane, LaSalle, N9J 2M4	Windsor
USPS Liaison Officer/453-2172	Nick Baratta, JN	1629 Mardell Street, London N5V 1X3	London
Pub. Relations Officer/786-5212	Eric Greaves	49 MacDonald Street, Forest, N0N 1J0	Sarnia

The District Nominating Committee also nominates the following for appointment by the members as the Internal Audit Review Committee of the District.

Tony Pritchard, SN/432-9446	4-475 McGarrell Dr, London, ON, N6G 5K6	London
-----------------------------	-----------------------------------------	--------

The following member will serve on the District Executive Committee and the District Council by virtue of her position as Immediate Past District Commander

Joan Hicks, AP/842-5618	R.R. #3, Tillsonburg N4G 4G8	Tillsonburg
-------------------------	------------------------------	-------------

Pursuant to District Regulation 9.15.1, the following members will serve on the District Nominating Committee for 2009/2010 by virtue of their positions, and do not require election or appointment:

Chair P/D/C Joan Hicks, AP/842-5618	R.R. #3, Tillsonburg N4G 4G8	Tillsonburg
P/D/C Karen Connor, AP/631-7652	46304 Ron McNeil Line, RR #8, St. Thomas N5P 3T3	St. Thomas
D/C Chris Schooley, P/542-4555	1041 Michigan Avenue, Sarnia N7S 2B3	Sarnia

All in accordance with District Regulation 9.15 and 11.6 and the Guidelines to Nominations in the Guidebook for CPS Officers

Respectfully Submitted

Chair	P/D/C Joan Hicks, AP
	P/D/C Karen Connor, AP
	D/C Chris Schooley, P

Rodent's Revenge:

Walmurmeltier Pressured to Prognosticate

Most night school courses have their highs and lows, but The Fundamentals of Weather course offered by the London Power and Sail Squadron takes it to the next level - Up! The natural phenomenon of weather is not only every sailor's obsession and the great Canadian topic of conversation around the water cooler, it has also spawned dedicated radio networks and its own TV channel.

Why high, when low, and what do you do when the ridge meets the trough? This has been very tough in a winter without much substantial weather, and some might say almost no winter at all. For several weeks now, Instructor John Kabel, SN has been explaining heat, temperature, water, humidity, winds and clouds to his London Power and Sail Squadron class at Catholic Central High School. He has done his share of 'Jay-like' hand waving and chalk work to explain the extra-tropical cyclone, known to us all as the 'low pressure area'. It's tough to get three-dimensional concepts across when all you have is a two-dimensional projector screen and a blackboard. The class is just now at the point where cloud descriptions, 'wind at your back' rules, barometric pressure tendencies and temperature are coming together, with

Internet resources to help the participants draft their own weather forecasts.

It's a tough subject, so John has brought in outside help. The first Tuesday in February he surprised the class with a special guest weather prognosticator, Mr. Clyde Walmurmeltier, a colleague and long time acquaintance, to be scrutinized under the glare of the spot light. John and Clyde met many years ago through a shared love of vegetable gardens and have remained close, well, at least in the same house ever since.

While Clyde was frustratingly close-lipped regarding his weather forecasting technique (and just about everything else given his present condition), it is said that he can foretell as far as six weeks into the future and anticipate either the end of winter or the commencement of spring. And what did Clyde conclude on February 02? Rumour has it the winter will not last six weeks, but be replaced by something just slightly less annoying in the interim. His forecast has been committed to a sealed envelope, not to be opened until the Vernal Equinox at 1:32 PM EDT, March 20, 2010. If you don't like his results this year, take the Fundamentals of Weather course next year, and try to beat his performance.

Steve Waite



Mr. Clyde Walmurmeltier

Not a Mid-Day TV Drama

HOW FAR THE HORIZON: Enquiring Minds Want To Know

If you want to know the distance to the horizon you simply have to know your height of eye. That is the distance that your eyes are off the surface of the water. If you're seated in a small boat, that would probably be about three feet. If you were standing at the water's edge, your height of eye is the distance from your eye to your feet. Once you know your height of eye you simply plug it into the following formula:

1.17 times the square root of your height of eye = Distance to the horizon in nautical miles

For example, let's say you are on the water in a friend's sport fishing boat and your height of eye is 9 feet above the surface of the water. The formula to calculate distance to the horizon is:

1.17 times the square root of 9 = Distance to the horizon in nautical miles.

$1.17 * 3 = 3.51$ nautical miles

If you want to calculate the distance at which an object becomes visible, you must know your height of eye and the height of the object. You then do the same calculation for your distance to the horizon and the object's distance to the horizon and add the distances together.

For example: You have the same height of eye of 9 feet so your distance to the horizon is still 3.51 nautical miles. You're approaching a port that has a lighthouse that is shown on your chart to have a height of 81 feet. Using the same formula you would find that:

**1.17 times the square root of 81 ($1.17 * 9$) = 10.53 nautical miles
(the light house can be seen 10.53 nautical miles over the horizon)**

By adding the two together: $3.51 + 10.53 = 14.04$ nautical miles, you should be able to see the lighthouse when you are 14.04 nautical miles away.

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The Origin of Port. Maybe.

(Because Port and Left both have 4 letters, or ...)

The actual origin of the term 'port' is speculated to be because the left side of old merchant sailing ships had a loading or entry port. The right side had a steering board that hung over the side of the ship (before the invention of rudders) which is where the term starboard comes from. So if the steering board hung over the right side, the boat would need to dock on its left side, or put into port on its left side.



Revv, Matey! It was the Sarnia AGM, 2009!

**CONTEST:
Win a Klepper Folding Kayak**

To thank Canadians for their continued support and to celebrate 103 years of innovation, Klepper Folding Kayaks will give away one Aeriis Classic II + 545 tandem folding kayak to a lucky Canadian winner in 2010.

The Aeriis Classic II + 545 tandem is part of the newest line of products from Klepper Folding Kayaks designed to meet the modern paddler's needs. "Paddlers are getting taller," explains Gerhard Schedel from the Klepper head office and manufacturing facility in Rosenheim Germany, "so we stretched our most popular folding kayak, the Aeriis II 520 and created the Aeriis II + 545. The extra 25cm provides more leg room or can even accommodate an extra seat for a child". This model has quickly become the top seller in Europe and in North America.

The 'Win a Klepper Folding Kayak' Contest opened on January 1, 2010 and will be running until June 1. On July 1, 2010, the Klepper Folding Kayaks Agents in Canada will draw the winner's name for an Aeriis Classic II + 545 tandem folding kayak package that includes a Isar paddles, a spraycover, a rudder, carrying bags and years of fun and adventure! The contest ballot, complete contest rules and restrictions and information on Klepper Folding Kayaks products are available on the Klepper Folding Kayaks in Canada website, www.klepper.ca.

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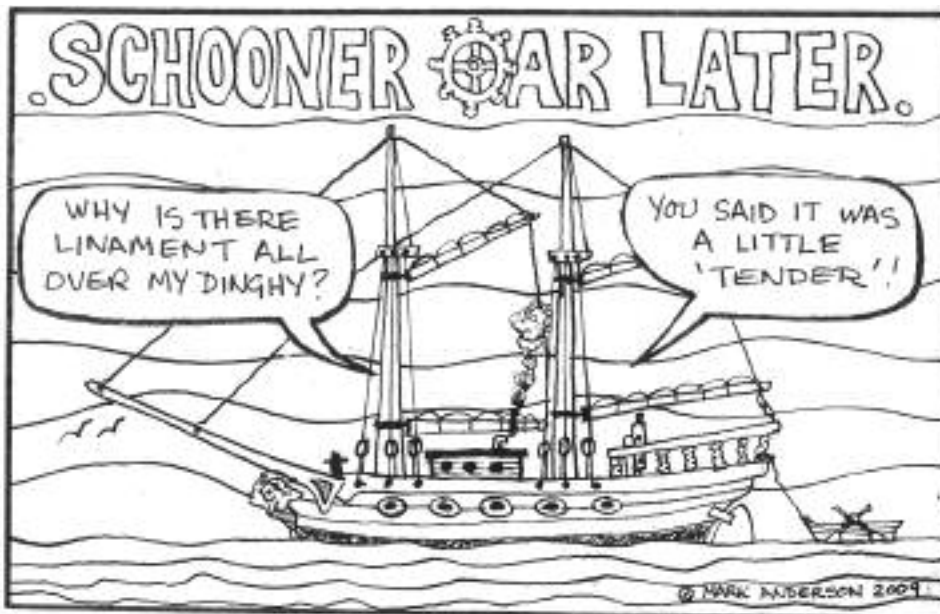
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Weather Proverbs: Fact or Fiction?

(Or you could take the Fundamentals of Weather course and decide for yourself!)

Many of these have a scientific basis and it can be explained why they 'work'. Others have no such basis but often prove to be true. Perhaps the best known weather proverb is;

Red sky in morning, Sailors take warning. Red sky at night, Sailors' delight.

A red sky at night (when the sun is to the west) is caused by light passing through dust particles in the air to the west. Dust indicates dry weather and since most weather changes come from the west, a red sky at night usually indicates dry weather approaching. A red sky in the morning, however, indicates that the dry air has moved away. A gray sky at night means that the western air is filled with moisture and it will likely rain soon. The first recorded use of this system of weather forecasting is in the Bible, Matthew 16.2-3).

Variations on this theme include:

Rainbow in the morning gives you fair warning

The sun is in the east in the morning, the shower and associated rainbow are in the west. Since weather generally moves from west to east, rain is approaching.

Beware the bolts from north or west; In south or east the bolts be best.

Same reasoning as the above.

Rainbow to windward, foul fall the day; Rainbow to leeward, rain runs away.

If the wind is coming from the direction of the rainbow, the rain is heading toward you. Conversely, if the rainbow is in the opposite direction, it has passed you.

Mackerel skies and mares' tails make tall ships take in their sails.

Cirrus clouds (mackerel skies or clouds that looked as if they'd been scratched by a hen, according to the old-timers) often precede a warm front which brings winds and rain.

When halo rings the moon or sun, rain's approaching on the run.

The halo is caused by high cirrostratus (ice crystal) clouds that are indicative of an approaching warm front and predict rain within 20-24 hours. The U.S. Weather Service confirms that rain follows about 75 percent of sun halos and about 65 percent of moon halos.

The higher the clouds, the better the weather

These clouds generally indicate both dry air and high atmospheric pressure - usually associated with fair weather. Lowering ceilings indicate rain.

A wind from the south has rain in its mouth

A south wind blows in advance of a cold front and also blows over the east quadrant of an approaching low pressure cell.

Seagull, seagull, sit on the sand, It's a sign of rain when you are at hand

In general, birds roost more during a period of low pressure. Before a hurricane, flocks of birds will be seen roosting. Take off may be harder when the pressure is low or the air is thinner because the natural updrafts are lessened.



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