

CHAPTER 13

SERVICES FOR LEISURE AND TOURISM

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CHAPTER 13

SERVICES FOR LEISURE AND TOURISM

13.1 Introduction

13.1.1 The leisure market sector includes both the participants in leisure activities and those involved in the leisure industry. Primarily the market involves outdoor activities, participants including fishermen, yachtsmen, mountaineers, walkers, skiers and pigeon fanciers while the industry side is represented by sports clubs, outdoor event and fête organizers, sports grounds, racecourses, visitor attractions, marinas, etc. Aviation leisure activities such as gliding, ballooning, hang-gliding and leisure flying are included in the air transport sector (chapter 19).

13.1.2 On the tourism side the sector includes all those involved in providing holidays or holiday facilities, i.e. travel agents, holiday camps, tourist boards, and tour operators but not those purely involved in the transportation business, e.g. shipping or ferry companies, bus companies, railways, airlines, who are included in the relevant transport sector (chapters 17, 18 and 19). For specific information on Leisure and Tourism refer to 'L' Sector Product Manual.

13.1.3 Services are not included unless they are aimed specifically at these markets. This is particularly so when considering those activities for which there is a mass appeal, which are catered for by means of recorded telephone services or whose participants make use of information available in general form via other media. Thus, in the case of premium-rate dial-up services, Marinecall, Mountaincall, Scottish Skicall and MetFAX Marine included, while the more general Weathercall service is considered as being provided to a distributor (see Chapter 16).

13.1.4 This chapter discusses arrangements for these premium-rate dial-up services, which are organized centrally through the service providers TIS and Vodata. General comments relating to the action to be taken in the event of requests (for forecasts) from other service providers and revenue apportionment are made in chapter 16. Reference is also made to forecasts for pigeon racing.

13.2 Marinecall

13.2.1 Marinecall is a premium-rate telephone service aimed primarily at yachtsmen. Separate inshore forecasts are provided for 15 areas around the whole of the United Kingdom. These forecasts cover the coastal waters out to 12 miles. To cater for cruising yachtsmen an area forecast covering 2 to 5 days is provided for the English Channel. The area is indicated at Annex A, which also gives the access numbers for callers. Responsibilities for preparing forecasts are at Annex B to chapter 1, repeated in Annex B to this chapter. Forecasts are recorded at the studios of TIS in London.

13.2.2 Inshore forecasts for 24 hours plus outlooks for a further 12 or 24 hours are issued at 0700 and 1900 LCT. For the more popular areas there is an additional issue at 1300 LCT.

13.2.3 Once a day a National Inshore waters forecast is prepared for the whole of the UK coastline up to 12 miles offshore covering days 3 to 5. This forecast is issued by Southampton Weather Centre at around 0500 local time every day. As well as being available on a separate number it is routinely added to the end of some area forecast messages, the exceptions being those areas bordering the English Channel. An area forecast is prepared daily by Southampton to cover the day 3 to day 5 period for these areas and is tacked on the end of the appropriate area 2-day forecasts.

13.2.4 The area forecasts are designed to be taken down by the caller and follow a standard format to include: general situation, warnings of gales, strong wind warnings, wind, weather, visibility, sea state, maximum air temperature, sea temperature and an outlook. The warnings of gales and strong winds should include only those in force at the time of issue, qualifying any CFO gale warnings to take account of the differences between the part of the sea area affected and the coastal strip. Statements about the absence of warnings are not required and these sections should be omitted if there are no warnings in force. The whole should be prefaced by the area and period of forecast, originating office and time of issue. It should be noted that the forecast scripts for areas 6, 7, 8 which are prepared by Southampton and Plymouth also contain information on surfing conditions.

13.2.5 The day 3 to day 5 National Inshore Forecast covers the whole of the United Kingdom and includes a General Situation followed by a forecast without headers for days 3, 4 and 5. The forecasts include wind (in descriptive terms), weather and visibility.

13.2.6 The 2- to 5-day planning forecast for the English Channel covers sea areas Dover, Wight, Portland and Plymouth and contains the following information after the General situation: wind (Beaufort force), weather, visibility, sea state, for days 2, 3 and 4 and for day 5 a brief outlook concentrates on the wind.

13.2.7 Whilst every attempt should be made to be specific, the scripts should be descriptive and interesting and DEVOID of shipping forecast jargon. Guidelines to the length of scripts are difficult, but on no account should the inshore-area scripts be less than 200 words, including introduction and headers.

13.2.8 Amendments to Marinecall forecasts Forecasts for the initial 24 hours only should be amended whenever unexpected developments occur subject to the following criteria:

a. Wind speed

- (1) Force 6 or above not previously predicted. Increase from predicted Force 6 or 7 to gale Force 8 or above.
- (2) Force 4 or below when Force 6 or above predicted. The issue of a gale warning for a relevant sea area should prompt review though issue of amendment is not mandatory.

b. Wind direction

- (1) For Force 6 or above a difference of more than 45.
- (2) For Force 5 or below a difference of more than 90.

c. Visibility Fog not previously predicted.

Amendments should be issued when there are timing errors of 3 hours or more associated with the above criteria. Priority for amendment should take into account the time of the next routine issue, which should be brought forward if necessary. It should be remembered that TIS can accept amendments routinely between 0400 and 1930 LCT. Amendments issued overnight will receive priority for updating as soon as TIS staff are available after 0400 LCT.

13.2.9 **Marinecall Current Weather** is a premium-rate telephone service which provides in the region of 52 observation reports from around the UK coastline. A bulletin of observations is automatically updated, mostly hourly, and is sent from TROPICS to Telephone Information Services who operate this service. The reports contain wind, gusts, visibility, temperature, weather, cloud conditions and pressure and tendency. Normally there are three reports to each Marinecall inshore area, and this service is accessed by the public using 0891 226 and then the appropriate Marinecall 3-digit number. After the reports the inshore forecast follows for that area. See Annex B2 for reporting stations.

13.3 Mountaincall

13.3.1 The Mountaincall premium-rate telephone service is aimed at mountaineers and hill-walkers. Areas covered are the main mountain areas of Scotland and Snowdonia. The forecasts are specialized in giving information about weather at levels higher than are covered in the Weathercall forecasts.

The service for the Scottish areas are split into Mountaincall East and Mountaincall West.

a. **Scotland Mountaincall East**

Grampian Mountains east of Rannoch Moor and the Cairngorms.

b. **Scotland Mountaincall West**

The Trossachs, Argyll, Lochaber, North-west Highlands and Skye.

13.3.2 Forecasts for the Scottish areas are issued all year round by Glasgow Weather Centre. The main issue is at 1700 LCT (with an update occasionally provided for amendment purposes at around 0600 LCT. Forecasts for Snowdonia are prepared by Cardiff Weather Centre daily at 0600 LCT and an update, if necessary, at around midday.

13.3.3. The Scottish forecasts are in four parts :

- a. Headline. Draws attention to important or hazardous weather.
- b. General Situation. This describes the dominating weather pattern for the whole of Scotland.
- c. Detailed forecast. The 24-hour forecast until dusk tomorrow covers weather, hill fog, winds and temperatures for 2000 ft and 4000 ft. The freezing level is also included.
- d. Outlook. This is for the 24 hours following the detailed forecast and should not be too lengthy.

In addition, when available during the winter season, the reports received from the Scottish Avalanche Reporting Services are included in the Scottish Mountaincall messages.

It should be noted that the forecast concentrates on the daylight period, unless there is a significant difference in any of the main elements. If, during the night, it becomes apparent that the forecast is going to be seriously wrong for the approaching day then an update is issued at around 0600 LCT.

The scripts for Snowdonia cover 24 hours and an outlook for the following day. A general description of the weather is followed by information on cloud, temperatures and wind, including wind and temperature details for 3000 ft, and the Wardens Report which gives information such as snow cover and a safety recommendation to those venturing forth. The emphasis again is on daylight hours.

13.3.4 The message for Scotland Mountaincall East contains regular reports of measured wind and temperatures from an automatic station near the summit of Cairn Gorm. Similarly, Scotland Mountaincall West contains a similar report from Aonach Mór (in the Ben Nevis range)

13.4 Skiing services

13.4.1 The Scottish Skicall service provides information about skiing/snow conditions provided by the ski resort operators in the main Scottish skiing areas of Cairngorm, Aonach Mór, Glenshee, Glencoe and The Lecht. In addition, 24-hour forecasts are provided by Glasgow Weather Centre. Reports are updated as required, principally in the late afternoon and around 0700 LCT. Access to the reports for inclusion on Skicall is obtained by Scottish-based representatives of Telephone Information Services directly from the resorts with back-up via Glasgow Weather Centre.

13.4.2 The Snowline service has been discontinued.

13.4.3 Scottish Skicall faces strong competition in the premium-rate telephone service market. This service is, of course provided only during the skiing season.

13.4.4 Reports of skiing conditions known as 'the Scottish Ski Reports' are compiled by Scottish Ski Resort representatives daily at 1700 LCT.

13.4.5 Dial-up FAX Services. Scottish Skicall FAX and Snowline FAX have been discontinued.

13.5 Other Telephone Services

13.5.1 Holiday Weatherline has been discontinued.

13.5.2 Scripts for recorded telephone services at local rates are provided for the Lake District National Park (Newcastle), Snowdonia National Park and Pembroke Coast (Cardiff). These services are negotiated and billed locally.

13.5.3 MetFAX Marine is a dial-up Fax Service primarily for yachtsmen but also used by various other watersport enthusiasts. Like Marinecall it is a premium-rate service providing weather information through a service provider, this time Vodata. Since script input into the Vodata Host system is automatic (via Mercury Multimesseing) quality control is an integral part of the service. Issuing offices and areas of responsibility are shown at Annex B1 and access numbers, update times, duration and products are shown at Annex A1.

13.6 Pigeon racing

13.6.1 Background information The sport of pigeon racing and the associated breeding takes place in many parts of the country under the general organization of the Royal National Homing Union (England) also the North of England, Scottish, Welsh and Irish Homing Unions, which are all members of the International Federation of Homing Unions. Local fanciers belong to a club, a number of which in an area arrange joint events as federations, sometimes linked to larger units called combines or amalgamations. Most line-of-flight forecasts are for combines or federations, not clubs. The racing season lasts from April to September or October. Racing normally takes place at weekends. A single race can involve 20,000 birds, valued at over £1 million; losses due to adverse weather can therefore be very expensive.

13.6.2 Notes on pigeon flight characteristics, race planning and meteorological factors relevant to pigeon racing are included in Annex C to this chapter.

13.6.3 Full line-of-flight forecasts will normally be requested only for medium- and long-distance races. For training tosses, exercises, near the loft and short-distance races, most needs are met by forecasts available on television, radio or premium-rate telephone services. In marginal weather, calls may be received on the Free Public Telephone service. Information given should be as constrained by the specification of that service (see chapter 21). If a full line-of-flight forecast is requested, the caller should be told there will be a charge (see paragraph 13.6.8).

13.6.4 The standard service for pigeon racing should include both a detailed line-of-flight forecast and outlook plus a preliminary discussion on the evening before a race. Extras may include written copies of forecasts or post facto statements of actual weather during a race.

13.6.5 Both for discussion and forecast collection, race officials normally originate calls from call boxes. Where a time has been prearranged, forecasters should be prepared to avoid delay. If for some unavoidable reason there is a delay, the caller should be asked to call back. During preliminary discussion the forecaster should always check times of forecast collection, release and expected arrival at home lofts together with the assumed line of flight. Discussions should amplify relevant meteorological problems especially adverse features such as poor visibility, precipitation or abrupt wind changes.

13.6.6 When conditions are marginal the race may be postponed. The outlook is therefore important, to indicate the relative chances of a successful race on the planned or following day.

13.6.7 The format of forecasts should be as in Annex D. Notes on completion of the form are at Annex E. Race officials use blank forecast forms to record the forecast.

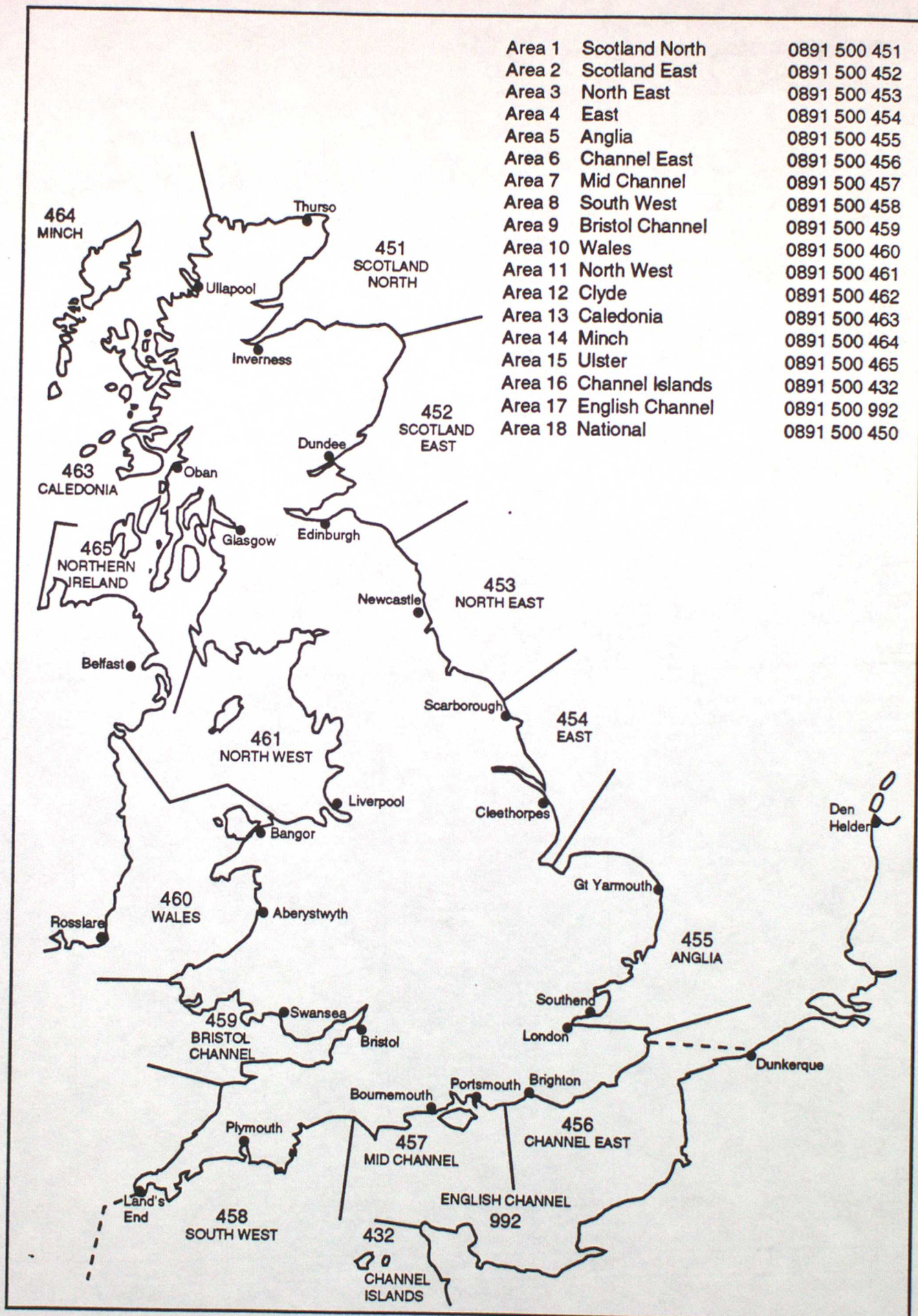
13.6.8 Charges for pigeon racing services should be based on the staff time involved using standard rates for medium and long distance races. Accounts are raised locally.

13.7 Sporting events

13.7.1 Many national, and international sporting events benefit from the provision of specifically tailored services from weather centres. These include 'Wimbledon fortnight', The Admiral's Cup (yachting), cricket test matches, Grand Prix Racing, Southampton Boat Show and the PGA golf tournaments. Apart from the revenue earned, the Office can gain good publicity due to high media interest in such major events. In addition, regional and more localized events organized by Lawn tennis associations, yacht clubs, etc. can benefit from specific repayment services.

13.7.2 The Office stands to gain good or bad publicity from our services for major sporting events, depending upon our perceived performance. It is important therefore when a WC is contracted to provide services covering a specific major sporting event, that every effort is made to secure a customer contact point to allow the WC to initiate amendment of forecasts or warnings.

AREAS OF MARINECALL AND TELEPHONE NUMBERS



The Met.Office

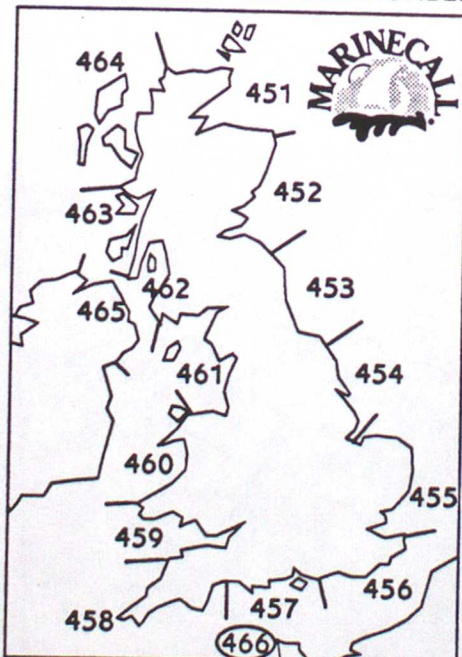
HELPLINE
(TEL) 0344-854435
(FAX) 0344-854018

INDEX OF PRODUCTS



FAX NUMBER	PRODUCT	UPDATE TIMES	DURATION
0336-400-401	INDEX PAGE	AS REQUIRED	2'20"
0336-400-441	24 HR SHIPPING FORECAST		
0336-400-442	24 HR SHIPPING FORECAST	0030 0600 1400 1800	2'30"
0336-400-443	MAP OF SHIPPING AREAS	FOR REFERENCE	2'15"
0336-400-443	DESCRIPTION OF BEAUFORT FORCE	FOR REFERENCE	3'00"
0336-400-444	WEATHER CHARTS		
0336-400-445	SURFACE ANALYSIS CHART	0340 0940 1540 2140	3'00"
0336-400-445	24 HR SURFACE FORECAST CHART	0440 1040 1640 2240	3'00"
0336-400-446	GUIDE TO SURFACE CHARTS	FOR REFERENCE	3'00"
0336-400-447	CHART OF LATEST UK WEATHER REPORTS	0030 THEN EVERY 3 HOURS	2'30"
0336-400-448	GUIDE & INDEX TO CHART OF REPORTS	FOR REFERENCE	4'30"
0336-400-498	SATELLITE IMAGES & GPS INFO		
0336-400-499	USERS GUIDE TO SATELLITE IMAGE	FOR REFERENCE	3'00"
0336-400-499	SATELLITE IMAGE	0730 1330 1930	6'30"
0336-400-598	GPS NEWSLETTER (BACKGROUND INFO)	FRIDAY PM	3'30"
0336-400-599	GPS NEWSLETTER (STATUS REPORT)	FRIDAY PM	3'30"
0336-400-450	INSHORE MARINECALL FORECASTS	(SEE MARINECALL MAP FOR LAST 3 DIGITS)	
0336-400-XXX	3-5 DAY UK INSHORE FORECAST & CHARTS	0500	7'00"
0336-400-XXX	2-DAY INSHORE FORECAST & CHARTS	0700 1900	6'00"
0336-400-XXX	2-5 DAY SHIPPING AREA PLANNER	(SEE SHIPPING AREA MAP FOR LAST 3 DIGITS)	
0336-400-XXX	2-5 DAY PLANNING FORECAST & CHARTS	0800	7'00"

MARINECALL INSHORE FORECAST DIAL 0336-400 PLUS AREA NUMBER



TO OBTAIN MARINECALL
FORECAST BY PHONE DIAL 0891-
500 PLUS AREA NUMBER

FOR LATEST COASTAL WEATHER
REPORTS IN YOUR MARINECALL
AREA DIAL 0891-226 PLUS AREA
NUMBER

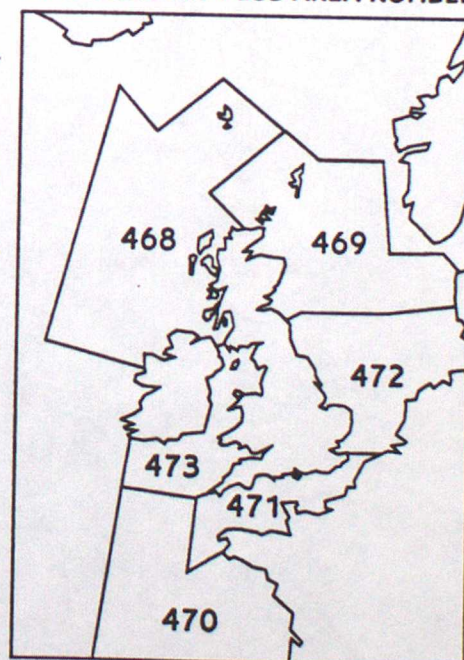
FORECASTS FOR AREAS 455, 456,
457, 458 AND 466 ARE ALSO
UPDATED AT 1300.

2 DAY FORECASTS COVER TODAY
& TOMORROW ONLY. HOWEVER
FRIDAY UPDATES ALSO INCLUDE
AN OUTLOOK FOR SUNDAY.

NEW MARINECALL FORECAST
NOW AVAILABLE FOR THE
CHANNEL ISLES ON 466 (FAX),
432 (PHONE)

2-5 DAY CHANNEL PLANNER ALSO
AVAILABLE BY PHONE ON 0891-
500-992

2-5 DAY PLANNING FORECAST DIAL 0336-400 PLUS AREA NUMBER



IMPORTANT: METFAX AND MARINECALL CALLS ARE CHARGED AT 39P/MIN CHEAP RATE, 49P/MIN AT ALL OTHER TIMES. QUOTED DURATIONS ARE APPROXIMATE AND MAY VARY DEPENDING ON LENGTH OF FORECAST. UPDATE TIMES SHOWN IN **BOLD** ARE AVAILABLE ONE HOUR LATER DURING BRITISH SUMMER TIME. © CROWN COPYRIGHT. **LAST UPDATED: 29 MARCH 1994.**

THE MARINECALL TELEPHONE SERVICE IS OPERATED BY TELEPHONE INFORMATION SERVICES PLC, LONDON EC1A 9DL, TEL: 071-975-9000

THE MET. OFFICE, SUTTON HOUSE, LONDON ROAD, BRACKNELL, BERKS RG12 2SY. FAX: 0344-854018

MARINECALL

AREA RESPONSIBILITIES AND UPDATE TIMES

<u>ISSUING OFFICE</u>	<u>AREAS</u>	<u>TIMES (local)</u>
Newcastle WC	3	0700, 1900
Plymouth WC	8	0700, 1300, 1900
Leeds WC	4	0700, 1900
Norwich WC	5	0700, 1300, 1900
Manchester WC	11	0700, 1900
Belfast WC	15	0700, 1900
Southampton WC	6, 7	0700, 1300, 1900
	17	0700, 1900
	18	0500
Aberdeen WC	1, 2	0700, 1900
Cardiff WC	9, 10	0700, 1900
Glasgow WC	12, 13, 14	0700, 1900

MetFAX Marine
(only)

<u>ISSUING OFFICE</u>	<u>AREAS</u>	<u>TIMES (local)</u>
Southampton WC	Biscay	0500
Aberdeen WC	NW Scotland	0800
	Northern North Sea	0800
Norwich WC	Southern North Sea	0500
Manchester WC	Irish Sea	0500

METFAX MARINE
(OTHER PRODUCTS)

ISSUING OFFICE	AREAS/PRODUCTS	TIMES (local)
Bracknell	Index Page	—
	Shipping forecast	0030, 0600, 1400, 1800
	Map of shipping areas	—
	Description of Beaufort force	—
	ASSX	0340, 0940, 1540, 2140
	FSSX	0440, 1040, 1640, 2240
	Guide to surface charts	—
	Plotted chart of weather reports	0030 then every 3 hours
	Description of plotted charts and index of locations	—
	User's guide to satellite pictures	—
	Satellite pictures	0700, 1300, 1900
	GPS Newsletter (background information)	Thurs P.M.
	GPS Newsletter (status report)	Thurs P.M.

MARINECALL CURRENT WEATHER SERVICE

Premium-rate prefix telephone number 0891 226 +

Area	Reporting stations	Area	Reporting Stations
432	Channel L/V Guernsey Jersey Bréhat	458	Brixham Falmouth Plymouth Scilly — St Mary's
451	Cape Wrath Wick Lossiemouth	459	Cardiff Mumbles Milford Haven
452	Peterhead Aberdeen Fife Ness	460	Aberdaron Aberporth Valley
453	Boulmer Tynemouth Teemouth	461	Rhyl Crosby Walney Island
454	Bridlington Easington Holbeach	462	Machrihanish Prestwick Greenock
455	Weybourne Walton-on-the Naze Sheerness	463	Oban Tiree
456	Dover Newhaven Greenwich L/V	464	Benbecula Aultbea Butt of Lewis
457	Thorney Island Lee-on-Solent St Catherine's Point	465	Ballycastle Bangor Castle Malin Head

PIGEON RACING**13C.1 Pigeon flight characteristics**

13C.1.1 Pigeons fly at an average speed of 35 to 40 m.p.h. in still air; they fly better in dry unstable air, and worse in damp stable conditions. There is some evidence that really humid (high dew-point) weather is distressing for pigeons. With strong head-winds (30-40 m.p.h.), ground speed is only reduced to 30 or 25 m.p.h.; the reduction in ground speed is less than the head-wind component because pigeons use more energy when flying into head-winds. With strong tail-winds, ground speed may easily exceed 60 m.p.h. A ground speed of over 90 m.p.h. has been recorded over an 80-mile stage and more than 70 m.p.h. over a 500-mile stage! Not surprisingly, pigeons are blown sideways by crosswinds, and therefore in general follow a curved flight path rather than a direct track. In the latter part of such flights, they may have to curve in fairly sharply to "home". Pigeons may fly as high as 1000 feet above general ground level under tail-wind conditions. When flying into head-winds however, they will fly very low, skimming the roof-tops even below chimney level, and appearing to follow the streamlines with slight ascent on the upwind side, and descent on the downwind side of obstacles, e.g. descending slightly even below roof-top level over a road between two lines of houses lying across the wind.

13C.1.2 This difference of height when flying under tail and head-wind conditions provides in these circumstances automatic altitude separation. This is important because serious difficulties can occur when flights of pigeons on similar or opposing tracks "clash" as they might for example in light, variable, or cross-wind situations. In these cases, times of release sometimes have to be altered to prevent a "clash" for example by delaying a release from Yorkshire to go South until a flight going south from Scotland has passed over. The actual track flown is dependent not only on wind but also on topographical features. Thus pigeons tend to fly down valleys rather than over mountains which may lie on their direct route, especially when flying low into head-winds. Birds may also, when low, tend to follow a coastline roughly aligned with their track rather than fly out to sea, though when flying high they might ignore the coastline. There is a fairly general belief that pigeons do not fly as well in easterly winds as in winds from other points of the compass. The reason for this behaviour is not understood. It is, however, certain that on routes from Scotland to the south of England, the normal track lies to the east of the Pennines; with strong easterly winds, the birds may be blown west of the Pennines and get into difficulties. These may well arise because of "clashes" with other birds, say, in the Manchester area. By taking account of the various factors discussed above, it should be possible to make a reasonable estimate of the flight time, but this should always be checked with the convoyer during telephone discussions.

13C.2 Race planning

13C.2.1 The races must be planned so that the birds, including the slow stragglers are home before dark; releases are therefore unlikely to be made after 1500 LCT, even for fairly short routes. Moreover, in order to assist fanciers, flights on Saturdays are arranged so the birds are unlikely to arrive at the loft before 1300 LCT, so early starts are only possible on

Saturdays with long flights. On Sunday, however, liberation is usually planned as early as possible for all races. Races planned for Saturdays can be delayed till Sunday without much difficulty. On Sundays however, there is considerable pressure on the convoyer to release if possible, because by Monday most fanciers will be back at work, and forecasters must do their best to ensure that the forecast cannot be interpreted over-optimistically. Despite this, release can be delayed until Monday or even until Tuesday, if the weather is definitely adverse. The birds may be transported back part or all of the way, since they must be in their lofts by Wednesday because long confinement in the baskets leads to wing stiffness.

13C.2.2 When a race has been planned, the convoyers will normally collect the pigeons (in their baskets) on Fridays, and will transport them by road (and perhaps ferry) to the selected point of release. Convoyers will normally telephone the responsible forecast office for preliminary consultation from a stopping point on the road.

13C.3 Meteorological factors

13C.3.1 "Sun on the basket" To facilitate orientation, it is regarded as almost essential to have "sun on the basket" when the birds are released; the forecaster should therefore pay careful attention to this point. Whether this is forecast or not, convoyers will not release the birds with a full cover of cloud over the release point unless it is only very thin high cloud through which the sun is clearly visible. Some convoyers will release without sunshine, provided a substantial piece of blue sky is visible, but this could be a mistake and should not be encouraged if the break arose merely because of the transitory coincidence of gaps in multi-layered cloud.

13C.3.2 Cloud along the route Once started in the right direction, birds will normally continue homing under a full cover of cloud, but it is thought that birds on long flights may need to see the sun on two or three occasions for re-orientation purposes. Low stratus and cumulonimbus should be highlighted in a forecast when appropriate because these are generally considered undesirable. Pigeons will normally fly below cloud unless visibility is poor or it is raining, but if winds are light and generally favourable they will occasionally fly above thin low stratus; in such circumstances much higher than normal.

13C.3.3 Rain and thunderstorms Occasional light rain or scattered light showers do not seriously impede pigeons in flight. Continuous rain, heavy showers or thunderstorms may well force the birds to land, and if these conditions occur over the sea they clearly represent a hazard to which reference must always be made in the forecast. In showery situations, as much guidance as possible should be given about the size and intensity of showers. Pigeons are much more seriously affected by rain during times of moult; for old birds this normally occurs in July and for young birds in September. There is also some evidence to suggest that rain is especially liable to ground birds towards the end of a long flight when they are tired. They are similarly much more likely to be upset by showers following flight in humid (adverse) conditions, e.g. on crossing a weak front from the warm side.

13C.3.4 Mist, fog and very low cloud Moderate or good visibility is normally required for all races: fog and mist or very low cloud whether over land or sea are all features to be avoided. Particular attention should be paid to the time of clearance of mist or fog, since this may make or mar a race. Cloud covering the hills on or near a route should always be mentioned. Fog, mist or very low cloud over the sea are all extremely dangerous for pigeons, and the existence of such conditions should always be emphasized. The probable track, remembering the wind field, must be considered when deciding whether fog over the sea is relevant.

13C.3.5 Wind speed Gale force winds must be avoided, but winds of 20-25 m.p.h. even on long races are not regarded as bad unless accompanied by other adverse weather factors. Strong winds blowing across certain routes, e.g. from Scotland to the south of England, are also to be avoided, particularly those from a westerly direction which may cause birds to drift far out over the North Sea. Easterly winds of any speed are unwelcome.

13C.3.6 Marked changes in wind direction Marked changes in wind direction under complete cloud cover along the line of flight may result in the birds becoming disorientated. Wind discontinuities can be quite sharp between the surface and 1000 feet, for example at a weak front. Because of their importance, as much information as possible should be given about wind discontinuities; certainly they should not be smoothed out by averaging over a stage length.

13C.3.7 Low temperatures over the sea There is evidence to suggest that low temperatures on flights over the sea during the early part of the season have an adverse effect on the birds' performance.

13C.3.8 State of sea Birds are apparently unable to judge their height above the water with a flat calm sea and there is evidence of birds being drowned in these conditions. (Interestingly enough military aircrew flying very low over calm water also have difficulty in judging their height above the surface.)

PROFORMA FOR FORECASTS FOR PIGEON RACING

DATE _____ FEDERATION _____
 CONVOYER _____ PLACE OF LIBERATION _____
 TIME OF LIBERATION _____ DESTINATION _____ ETA _____
 FORECAST REQUIRED AT (TIME) _____

FORECAST AT RELEASE POINT

1. Is there likely to be sun on the basket? YES/NO?
 2. Are thunderstorms possible in the area? YES/NO?

SURFACE WIND (Note 1)WEATHER (Note 2)

Sunny	<input type="checkbox"/>	cloudy	<input type="checkbox"/>	light rain/drizzle	<input type="checkbox"/>
some sunshine	<input type="checkbox"/>	overcast	<input type="checkbox"/>	moderate/heavy rain	<input type="checkbox"/>
bright	<input type="checkbox"/>	showers/sunny periods	<input type="checkbox"/>	thunder - fog	<input type="checkbox"/>

CLOUD (Note 3)

1. /4 LAYER/HEAPED* at _____ feet AMSL.
 2. /4 LAYER/HEAPED* at _____ feet AMSL.

Other layers as required.

Will forecast clouds cover hills in release area? YES/NO?

VISIBILITY (Note 4)

* Delete as appropriate
 See over for Flight Forecast

FORECAST FOR FLIGHT (Period _____ to _____)

SURFACE WIND (Note 1)

WIND AT 1000 FT ASL (Note 1)

TEMPERATURE AT 1000 FT ASL (Note 5)

Degrees C

WEATHER (Note 2)

Are thunderstorms possible on or near route?

YES/NO?

CLOUD (Note 3)

If marked change of wind occurs is there likely
to be 'sight of sun' soon after change?

YES/NO?

Is forecast cloud likely to cover hills on route?

YES/NO?

VISIBILITY (Note 4)

STATE OF SEA (Note 6)

*Delete as appropriate

OUTLOOK DESTINATION AREA FROM ETA UNTIL DUSK

OUTLOOK FOR ROUTE FROM DAWN TO DUSK ON _____ (following day)

T.O.O. _____

T.O.I. _____

DUTY FORECASTER _____

TO _____ BY _____

REMARKS

NOTES FOR COMPLETION OF FORECASTS FOR PIGEON RACING

13E.1 All times used in pigeon racing forecasts are LCT.

13E.2 Surface and upper winds are to be given in compass points and miles per hour.

13E.3 Forecast weather:

- a. For release tick those boxes relevant to the situation
- b. For flight use terms such as sunny, some sunshine, bright, cloudy, overcast and refer briefly to types of precipitation expected, if any. Specific mention must be made of expected mist, fog or hill fog.

13E.4 Normally it is sufficient to give amount, type, and height of base of low cloud only. Amounts must be expressed as 1/4 sky covered, 1/2 sky covered, 3/4 sky covered, or sky covered. Types are classified as heaped clouds, thin layered cloud or thick layered cloud. When there are two layers of thick cloud it is important to give details of the second layer even if this would normally be classed as 'medium' cloud. The effective total cloud amount should always be indicated, together with mention of likelihood of 'sun on the basket' at release and 'on the birds' in flight.

13E.5 Visibilities to be given in yards/miles as appropriate.

13E.6 For races in April and May over the English Channel or Irish Sea the temperature at 1000 feet above sea level is also required.

13E.7 For races overflying the sea, the state of the sea should be given by use of one of the following terms: calm, rippled, moderate or rough.

Comments

1. These notes are not comprehensive. All forecasters should familiarize themselves with pigeon flight characteristics (see Annex A).
2. Under 'Remarks' at the end of the flight forecast, note should be made of any irregularities in disseminating the forecast (e.g. early call for forecast, delay notified/not notified, late call, further discussion with convoy).