

Climatic Perspectives

August 16 to 22, 1993

A weekly review of Canadian climate and water Vol. 15 No. 34



Arctic shipping season in full swing

Although the snow has already started to fly in the high Arctic, the short navigation season in Canada's northern waters continues in high gear. Arctic communities have to be resupplied for the long winter ahead, zinc ore has to be shipped out of Nanisivik and Little Cornwallis Island and oil stored at Cameron Island has to be moved before the inevitable freeze-up.

In the Beaufort and along the southern Arctic coast of the western Arctic, the ice cleared out quickly this year and conditions remain excellent. Ice conditions in the central and eastern Arctic have not been as favourable, due to colder than normal temperatures during the first part of 1993.

The shipping season began during the latter part of July, with the inaugural trip of the ice strengthened bulk carrier M.V. Arctic to Nanisivik on July 3. On July 31, the Russian cruise ship Kapitan Khlebnikov, traversed the northwest passage eastbound to Resolute and Eureka and is presently near Greenland. Both ships are very powerful and capable ice breakers on their own. Ice conditions in the central Arctic are improving, and are considered to be relatively good, but do contain difficult areas. Conditions range from open pack ice in Victoria Strait and Peel Sound to heavy concentrations of ice in Larsen Sound and Franklin Strait, with old hard ice mixed in. Several ships, including a 35 foot fishing boat made their way across the frozen north, with ice breaker assistance. The resupply convoy to Eureka is

on route; conditions are average but ice may interfere in off-loading.

In the eastern Arctic, there is an unusually large amount of ice remaining in Baffin Bay, with no open water passage to the north. Heavy concentrations of ice in eastern Foxe Basin and patches of old hard ice along the east coast of Baffin Island are expected to pose problems during resupply operations.

More rain on the Prairies!

Two more weather systems affected the region, dumping more than 100 mm of rain on southern Alberta and Saskatchewan. Lethbridge, Alta. set a new 24-hour rainfall record of 71.1 mm on the 16th, while baseball size hail fell near Maple Creek, Sask. Further to the east, The Pas, Man. tallied 68 mm during the first 3 days of the period. Brandon received 53 mm on the 22nd, while Swift Current, Sask. had a weekly total of 115 mm.

Elsewhere...

A series of Pacific disturbances affected the Yukon. Daytime temperatures were still quite pleasant, but fall colours and fireweed fluff have signalled the end of summer. Hail fell in Dawson on the 17th. Weather-wise it was a pleasant week in the Northwest Territories. Fires burning in the Norman Wells area spread smoke throughout the Mackenzie district.

Variable weather prevailed across B.C., but it was wetter in the south, where

some farmers are still awaiting dry haying weather. The peach harvest is almost finished in the Okanagan, while pears are starting. There was a spectacular lightning display in the Kootanays on the 20th. On the 22nd, 64.4 mm of rain broke Port Hardy's one-day August rainfall record.

In Ontario rainfall has been light, with overnight temperatures a little on the cool side.

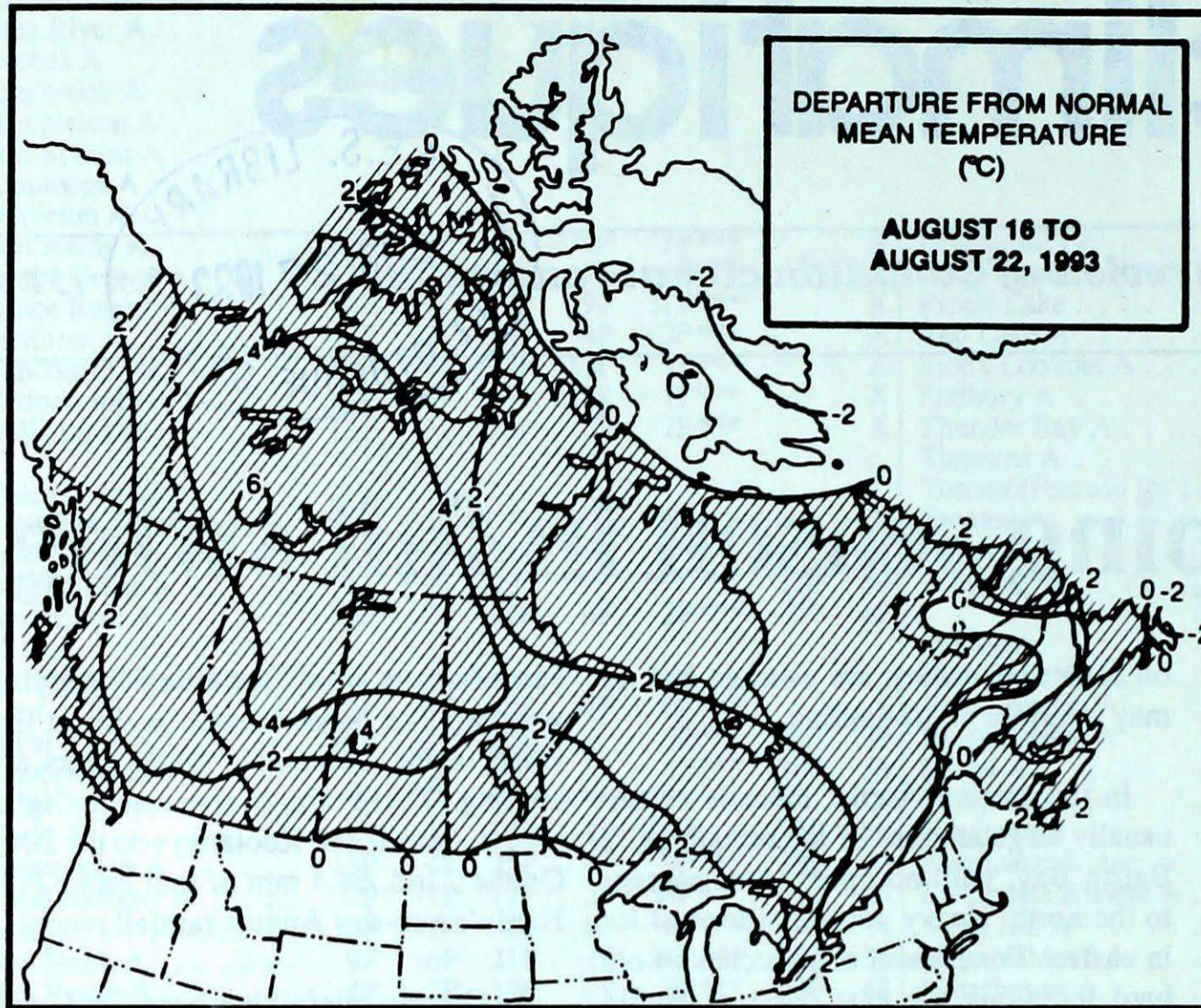
It was a mainly sunny and warm week in the Maritimes, with Newfoundland even receiving a fair amount of sunshine this week.

Deluge in Quebec's Eastern Townships

Thunderstorms Tuesday afternoon produced as much as 177 mm of rain in two hours at Beauceville, 50 km south of Quebec City, causing flooding and washouts in the area and disabling a water filtration plant. In St-Francois de Beauce, damage was estimated in excess of one million dollars.

A Look Ahead...

For the week of August 31, above-normal temperatures are expected for the southern half of British Columbia and the Arctic Islands. Below-normal temperatures are likely for the southern half of Baffin Island and the Ungava Peninsula. Elsewhere, near-normal temperatures are anticipated. Unsettled weather is expected for most of Canada except in the Yukon and the Mackenzie District.



Weekly normal temperatures (°C)

	max.	min.
Whitehorse A	17.9	6.2
Iqaluit A	10.1	3.3
Yellowknife A	17.9	9.9
Vancouver Int'l A	21.2	12.6
Victoria Int'l A	21.1	10.6
Calgary Int'l A	22.1	7.9
Edmonton Int'l A	21.3	7.4
Regina A	25.3	10.4
Saskatoon A	24.5	9.9
Winnipeg Int'l A	24.4	11.6
Ottawa Int'l A	24.1	12.9
Toronto (Pearson Int'l A)	25.4	12.8
Montréal Int'l A	24.1	13.5
Québec A	22.7	11.2
Fredericton A	24.3	11.3
Saint John A	21.7	11.2
Halifax (Shearwater)	22.1	13.3
Charlottetown A	21.9	12.9
Goose A	18.6	8.8
St John's A	19.0	10.8

Weekly temperature and precipitation extremes

	Maximum temperature (°C)	Minimum temperature (°C)	Heaviest precipitation (mm)
British Columbia	Lytton 35	Fort Nelson A -1	Port Hardy A 70
Yukon Territory	Watson Lake A 25	Teslin (aut) 1	Faro (aut) 3
Northwest Territories	Fort Simpson A 30	Cape Hooper -5	Iqaluit A 18
Alberta	Lloydminster A 30	Pincher Creek (aut) 0	Lethbridge A 93
Saskatchewan	Meadow Lake A 31	La Ronge A 3	Swift Current A 115
Manitoba	Thompson A 29	Thompson A 4	The Pas A 72
Ontario	Britt (aut) 31	Timmins A 2	Armstrong (aut) 44
Quebec	Montréal Int'l A 30	Schefferville A 2	Natashquan A 62
New Brunswick	Fredericton A 29	St Stephen (aut) 6	Miscou Island (aut) 25
Nova Scotia	Greenwood A 29	Truro 6	Greenwood A 12
Prince Edward Island	Charlottetown A 26	Charlottetown A 9	East Point (aut) 9
Newfoundland	Goose A 26	Churchill Falls A 0	Daniels Harbour 52

Across The Country...

Highest Mean Temperature	Windsor A (Ont.)	23
Lowest Mean Temperature	Cape Hooper (N.W.T.)	-1

93/08/16-93/08/22

CLIMATIC PERSPECTIVES
VOLUME 15

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ISBN 0225-5707 UDC 551.506.1(71)

Climatic Perspectives is a weekly publication (disponible aussi en français) of the Canadian Climate Centre, Atmospheric Environment Service, 4905 Dufferin St., Downsview, Ontario, Canada M3H 5T4

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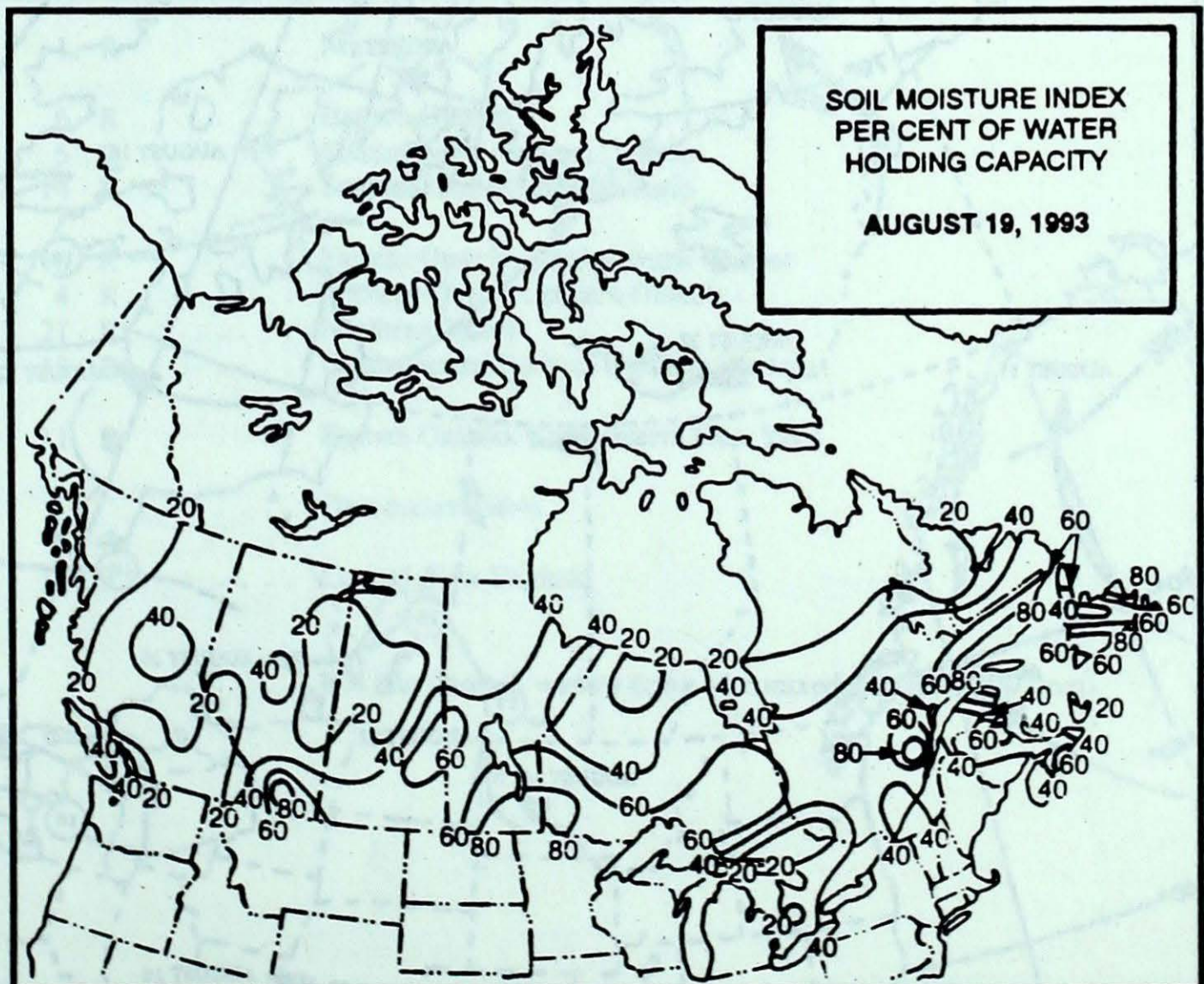
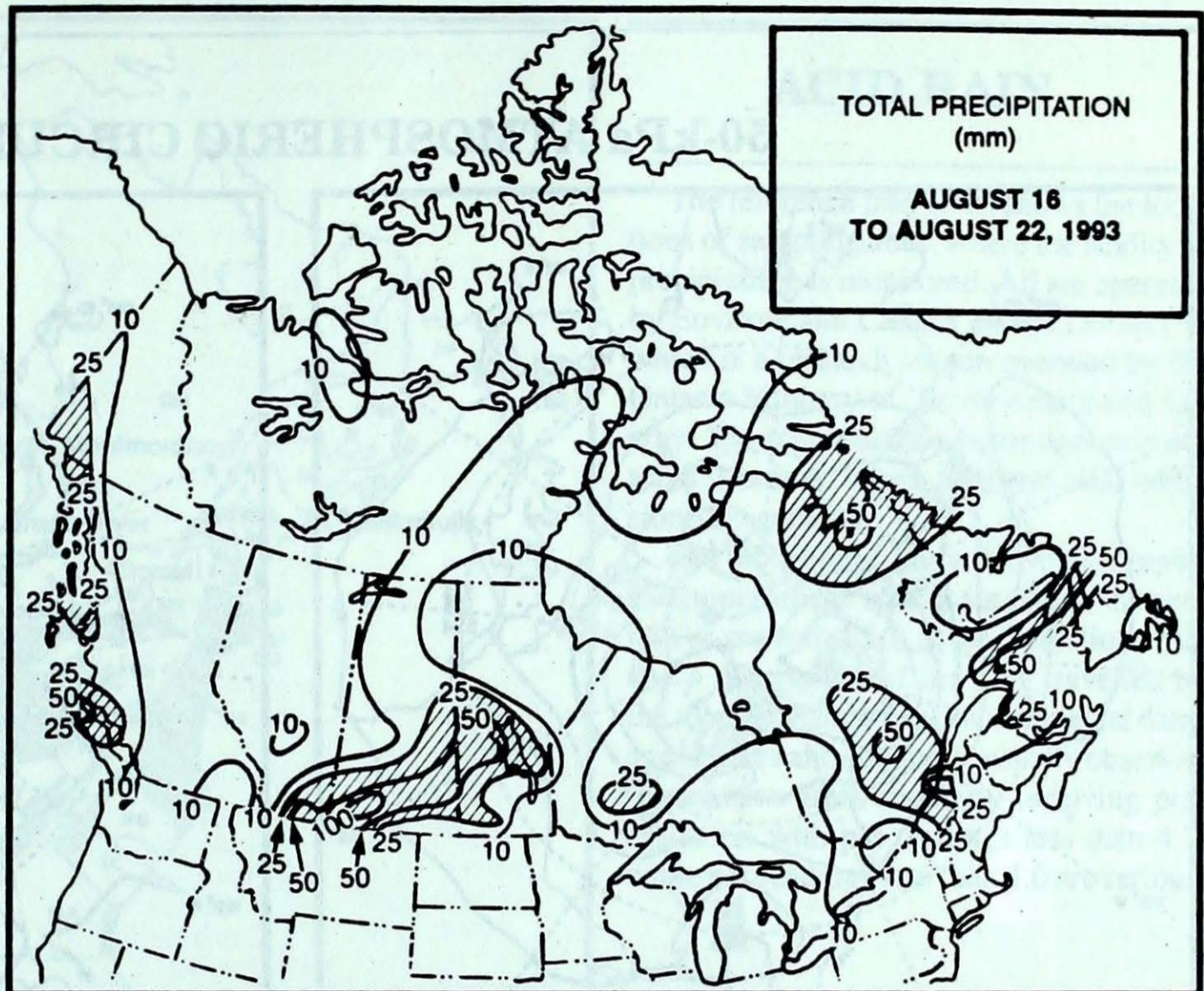
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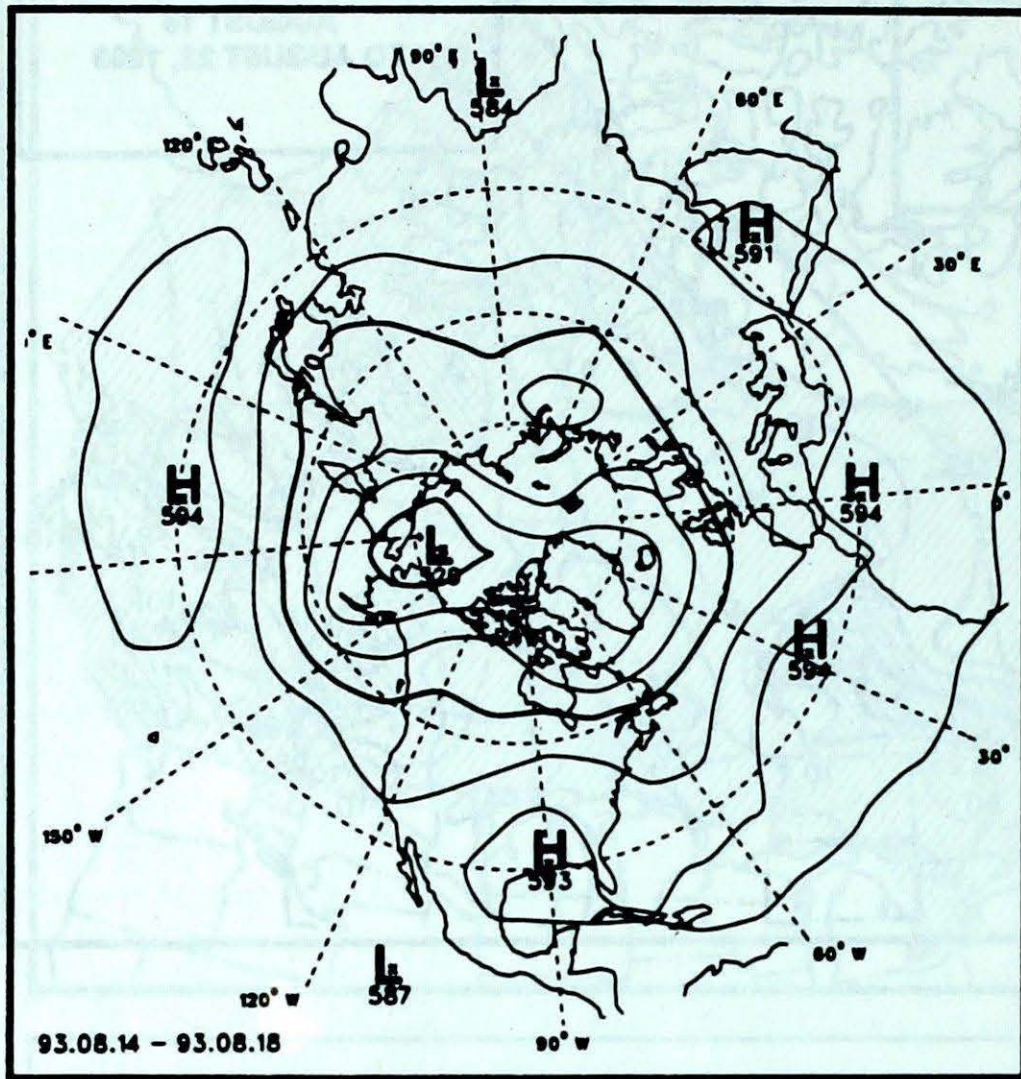
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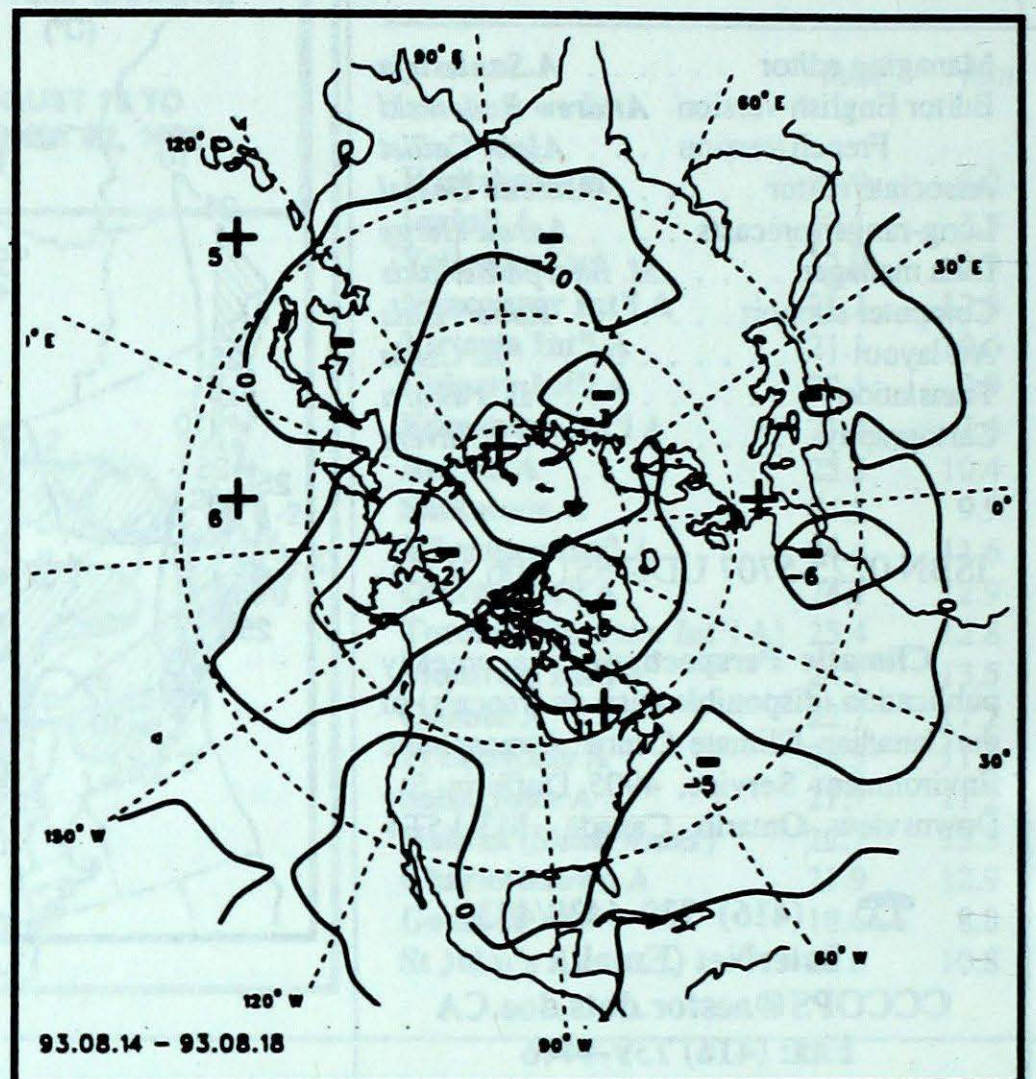
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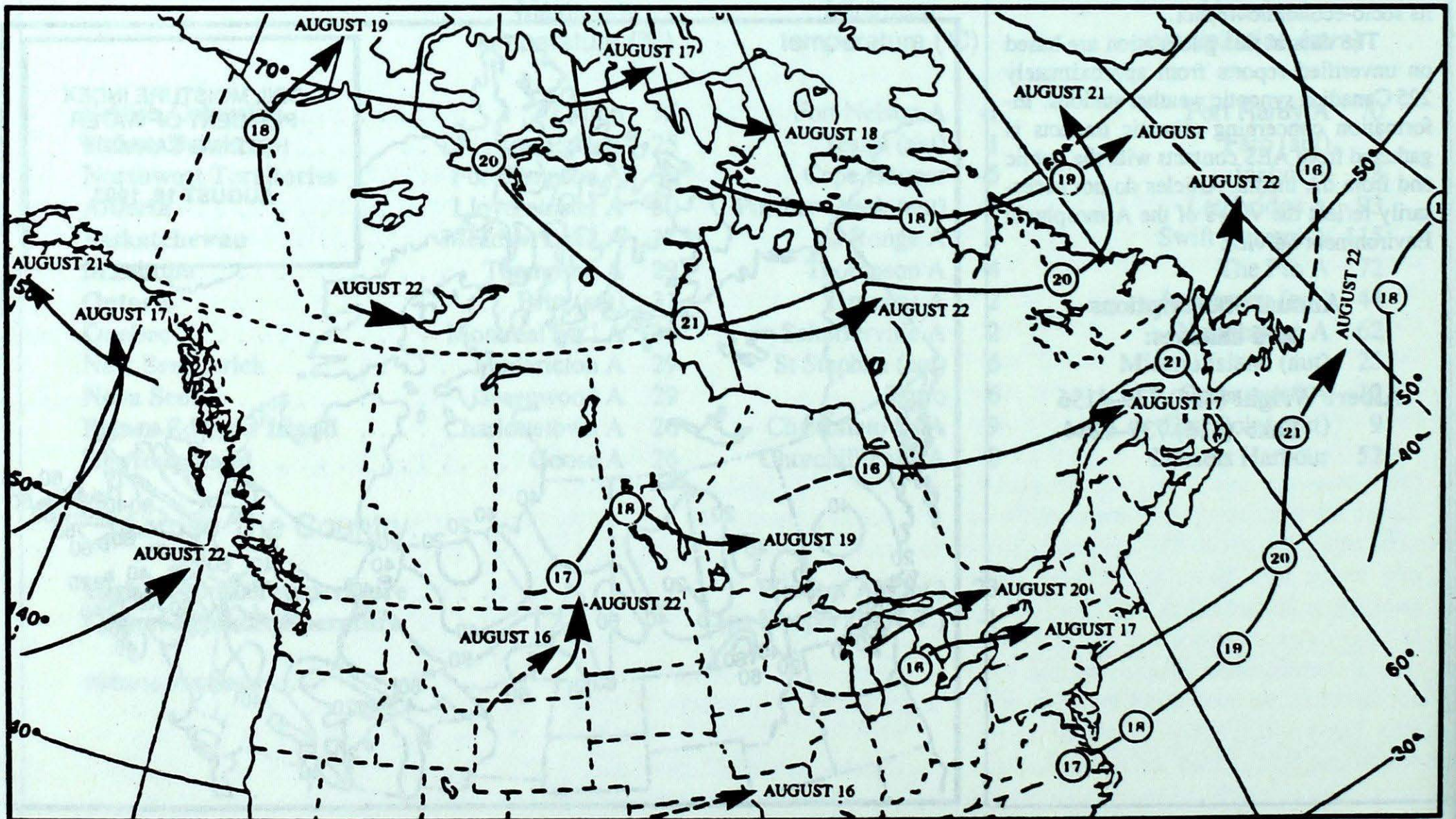
50-kPa ATMOSPHERIC CIRCULATION



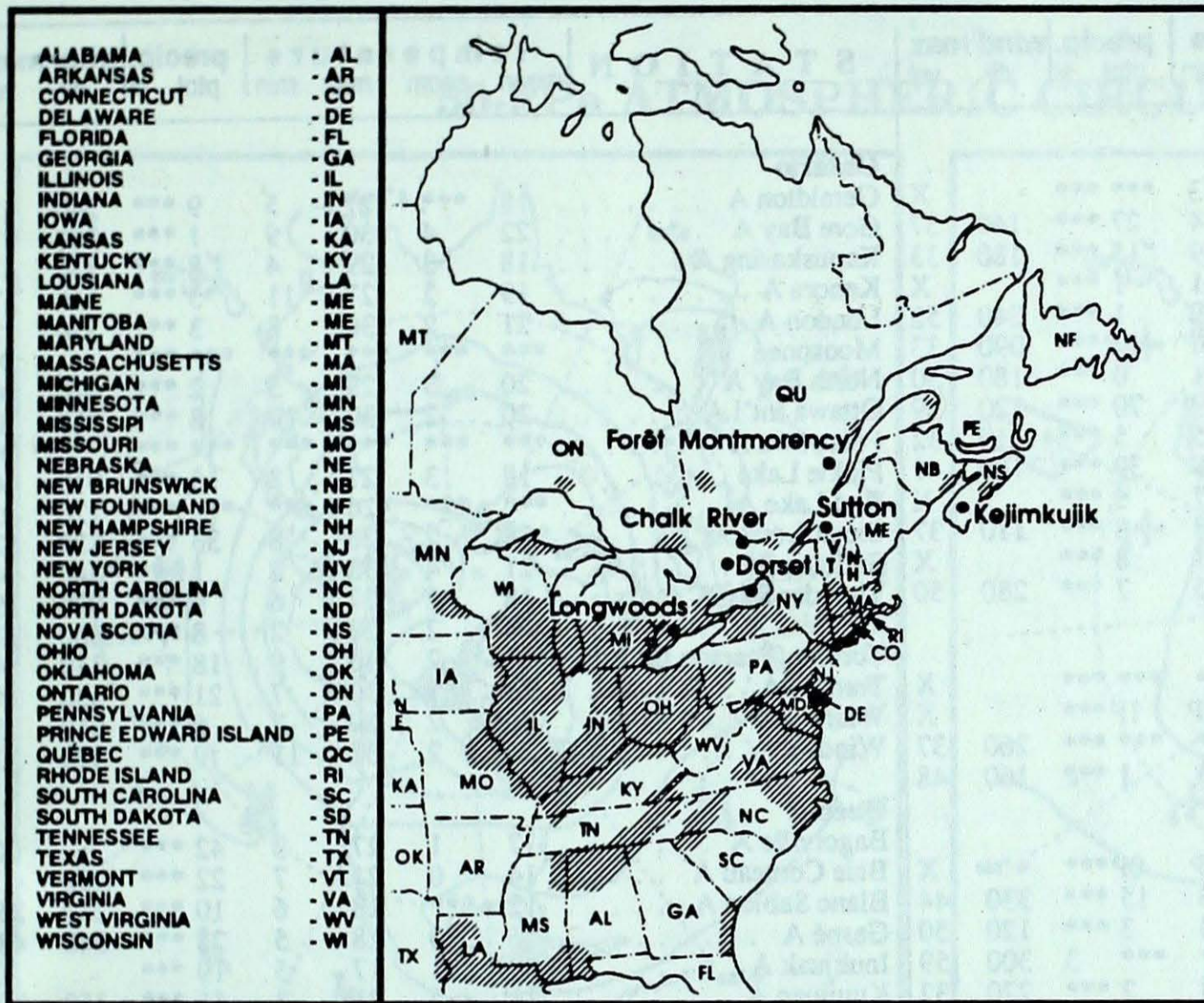
Mean geopotential height
50-kPa level (10 decametre intervals)



Mean geopotential height anomaly
50-kPa level (10 decametre intervals)



Tracks of low pressure centres at 12:00 U.T. each day during the period.



ACID RAIN

The reference map (left) shows the locations of sampling sites, where the acidity of precipitation is monitored. All are operated by Environment Canada except Dorset (*), which is a research station operated by the Ontario Ministry of Environment and Energy. The map also shows the approximate areas (shaded), where SO₂ and NO_x emissions are greatest.

The table below gives the weekly report summarizing the acidity (or pH) of the acid rain or snow that fell at the collection sites, and a description of the path travelled by the moisture laden air. Environmental damage to lakes and streams is usually observed in sensitive areas regularly receiving precipitation with pH readings less than 4.7, while pH readings less than 4.0 are serious.

SITE	day	pH	amount	AIR PATH TO SITE
Longwoods	20	4.3	1 R	Michigan
Dorset *	17	4.1	6 R	Eastern Ontario
	19	3.9	5 R	Southern and northern Ontario
	20	4.2	14 R	Southern and northern Ontario
Chalk River	16	4.6	16 R	Eastern Ontario, Northwestern Quebec
	17	4.3	4 R	Western Quebec, eastern Ontario
	19	4.1	21 R	Northern Ontario
	20	4.3	13 R	Northwestern Quebec, Northern Ontario
Sutton	20	4.6	11 R	Eastern Ontario, northwestern New York
Montmorency				Data not available
Kejimikujik	20	4.1	12 R	Central New England

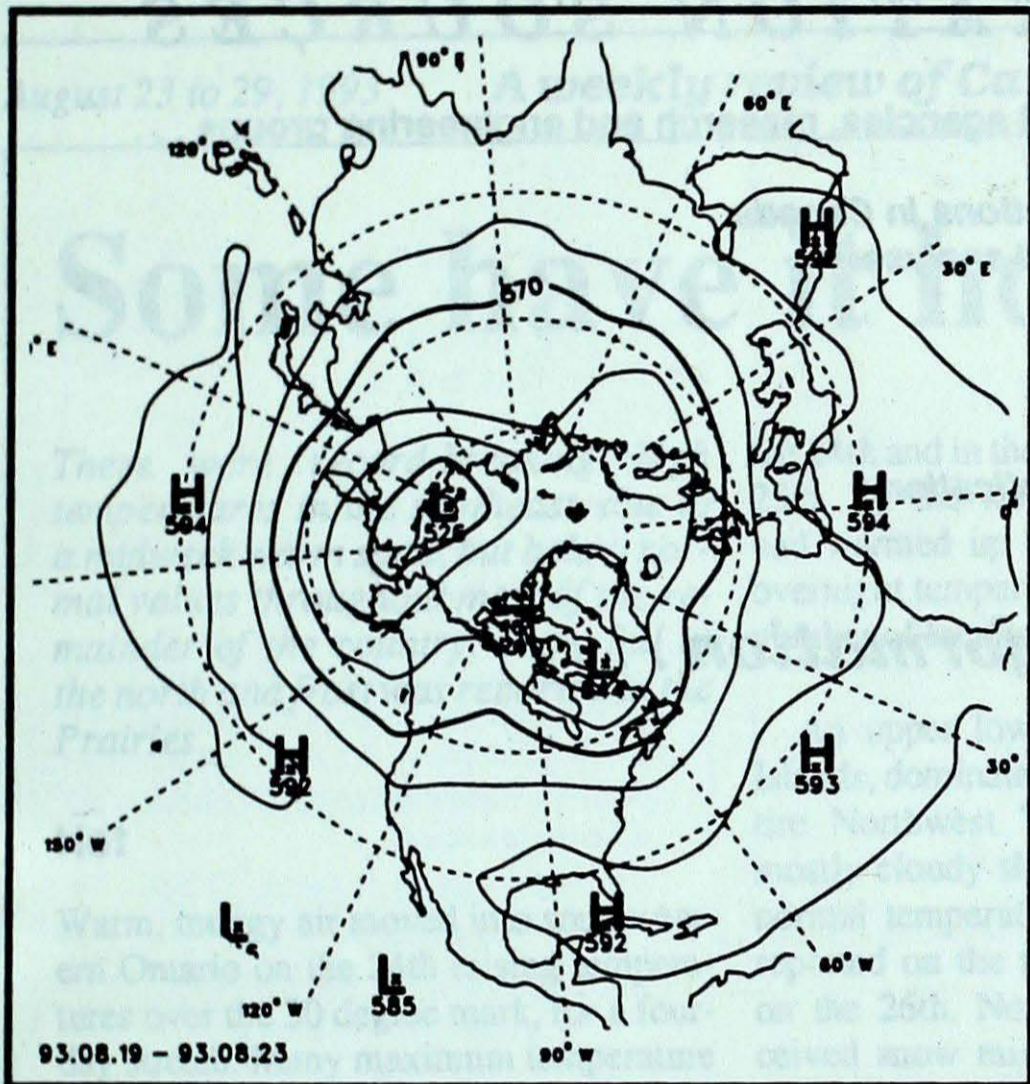
R = rain (mm), S = snow (cm), M = mixed rain and snow (mm)

August 15 to 21, 1993

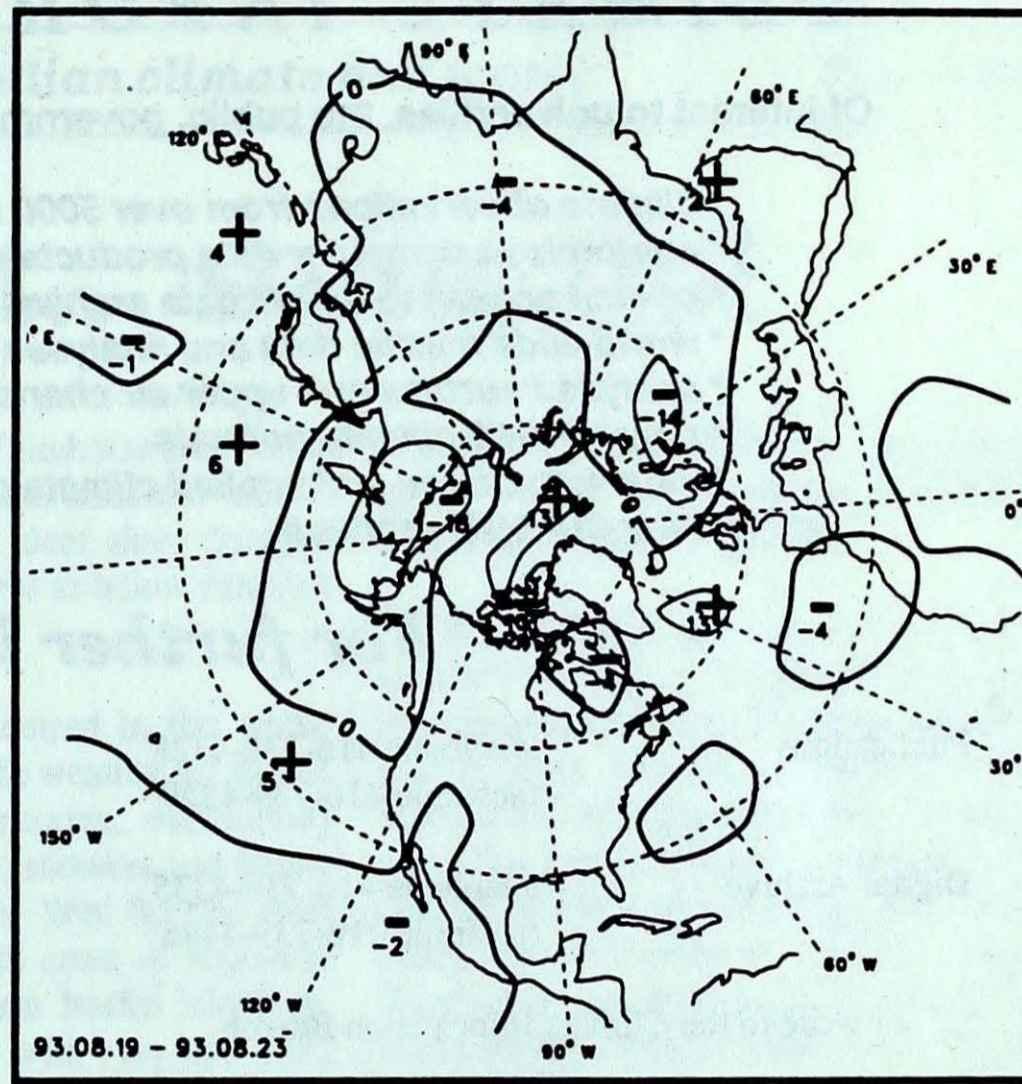
STATION	temperature				precip.		wind max		STATION	temperature				precip.		wind max	
	mean	anom	max	min	ptot	st	dir	vel		mean	anom	max	min	ptot	st	dir	vel
British Columbia									Ontario								
Blue River A	18	3	30	3	***	***		X	Geraldton A	18	***	27	5	9	***	240	52
Comox A	18	2	27	14	27	***	140	57	Gore Bay A	22	4	30	9	1	***	360	37
Cranbrook A	17	1	29	9	15	***	180	33	Kapuskasing A	18	3	29	4	8	***	330	37
Fort Nelson A	18	3	29	-1	1	***		X	Kenora A	19	2	27	11	3	***	140	37
Fort St John A	18	4	26	9	1	***	240	52	London A	21	2	30	8	3	***	330	52
Kamloops A	21P	2P	32P	13P	3P	***	090	33	Moosonee	***	***	***	***	***	***		X
Penticton A	21	2	29	11	0	***	180	50	North Bay A	20	3	29	5	2	***	010	46
Port Hardy A	15	1	21	9	70	***	120	39	Ottawa Int'l A	20	2	30	10	8	***	360	50
Prince George A	17	4	29	5	5	***	310	32	Petawawa A	***	***	***	***	***	***		X
Prince Rupert A	14	1	18	9	39	***	180	41	Pickle Lake	18	3	27	8	15	***	010	44
Smithers A	16	2	27	7	6	***		X	Red Lake A	***	***	26	***	***	***	120	46
Vancouver Int'l A	18	1	25	13	8	***	110	37	Sioux Lookout A	18	2	26	8	33	***	220	52
Victoria Int'l A	17	1	26	11	8	***		X	Sudbury A	21	4	30	8	1	***	340	44
Williams Lake A	17	2	27	6	7	***	280	50	Thunder Bay A	18	2	27	6	9	***	020	35
Yukon Territory									Québec								
Komakuk Beach A	***	***	***	***	***	***		X	Bagotville A	17	1	27	3	42	***		X
Teslin (aut)	11P	***	21P	1P	1P	***		X	Baie Comeau A	14	0	21	7	22	***	220	46
Watson Lake A	***	***	25	***	***	***	260	37	Blanc Sablon A	12	***	18	6	10	***	250	35
Whitehorse A	13	1	20	3	1	***	160	48	Gaspé A	16	0	28	5	23	***	340	48
Northwest Territories									New Brunswick								
Alert	0P	0P	3P	-3P	0P	***		X	Fredericton A	18	1	29	6	9	***	340	44
Baker Lake A	11	2	24	3	15	***	330	44	Miscou Island (aut)	18P	1P	25P	10P	25P	***		X
Cambridge Bay A	10	3	17	4	3	***	120	50	Moncton A	18	1	27	7	9	***	210	35
Cape Dyer A	***	***	***	***	***	3	300	59	Saint John A	17	1	27	6	1	***	350	37
Clyde A	2	-2	6	-3	2	***	270	32	St Leonard A	17	***	27	7	23	***	340	43
Coppermine A	13	5	23	7	11	***	080	32	Nova Scotia								
Coral Harbour A	8	1	15	0	3	***	020	43	Greenwood A	18	0	29	7	12	***	160	39
Eureka	2	0	7	-1	1	***		X	Shearwater A	18	0	24	11	7	***	350	54
Fort Smith A	19	5	30	8	8	***		X	Sydney A	***	***	23	***	***	***	330	35
Hall Beach A	3	-1	9	0	9	***	300	35	Yarmouth A	18	2	26	9	8	***	010	37
Inuvik A	14	3	26	5	1	***		X	Prince Edward Island								
Iqaluit A	5	-2	11	1	18	***	320	59	Charlottetown A	18	1	26	9	6	***	360	37
Mould Bay A	***	***	9	***	***	***		X	East Point (auto)	18P	***	21P	15P	9P	***		X
Norman Wells A	18	5	28	7	1	***		X	Newfoundland								
Resolute A	2	0	8	-3	1	***	090	74	Cartwright	14P	2P	25P	5P	14P	***	210	56
Yellowknife A	19	5	25	13	3	***		X	Churchill Falls A	12P	0P	24P	0P	6P	***		Xs
Alberta									93/08/16-93/08/22								
Calgary Int'l A	16	1	25	7	4	***	350	70	Gander Int'l A	16	1	24	7	12	***	190	48
Cold Lake A	19	3	30	8	1	***	310	33	Goose A	16	2	26	6	5	***	280	56
Edmonton Namao A	18	3	27	8	6	***	270	48	Stephenville A	16	0	22	7	19	***	240	43
Fort McMurray A	19	4	29	8	9	***	340	61	St John's A	12P	-3P	23P	5P	22P	***	330	46
Grande Prairie A	17P	3P	28P	4P	4P	***	260	59	St Lawrence	15	1	23	8	3	***		X
High Level A	18	5	27	6	4	***	260	41	Wabush Lake A	12	1	23	3	14	***	240	39
Lethbridge A	18	0	28	10	93	***	330	48									
Medicine Hat A	19	0	30	11	37	***		X									
Peace River A	17	3	27	6	1	***		X									
Saskatchewan																	
Cree Lake	***	***	26	***	***	***		X									
Estevan A	19	0	28	10	17	***	290	65									
La Ronge A	17	3	28	3	15	***	150	41									
Regina A	19	1	28	12	62	***	160	44									
Saskatoon A	19	2	29	10	45	***	020	50									
Swift Current A	18	0	28	11	115	***	290	70									
Yorkton A	17	1	27	9	57	***	360	46									
Manitoba																	
Brandon A	18	1	27	10	66	***	260	57									
Churchill A	12	1	23	4	4	***	310	52									
Lynn Lake A	18	5	27	8	0	***	250	35									
The Pas A	18	2	27	11	72	***	120	41									
Thompson A	17	4	29	4	7	***	030	48									
Winnipeg Int'l A	19	1	27	11	7	***	160	93									

mean = mean weekly temperature, °C
max = maximum weekly temperature, °C
min = minimum weekly temperature, °C
anom = mean temperature anomaly, °C
ptot = weekly precipitation total in mm
st = snow thickness on the ground in cm
dir = direction of max wind, deg. from north.
vel = wind speed in km/h
Annotations
X = no observation
P = less than 7 days of data
***** = missing data when going to printing.

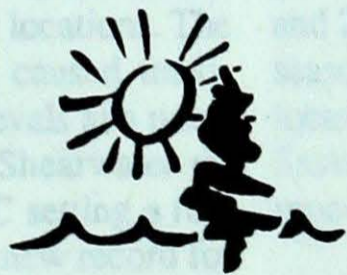
50-kPa ATMOSPHERIC CIRCULATION



Mean geopotential height
50-kPa level (10 decametre intervals)



Mean geopotential height anomaly
50-kPa level (10 decametre intervals)



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Province/Territory	Station Name	Latitude	Longitude	Altitude (m)	Year	Notes
Alberta	Calgary Int'l A	51	-114	1065	1950-1990	
	Edmonton Int'l A	53	-111	660	1950-1990	
	Grande Prairie A	51	-113	1065	1950-1990	
	High Level A	54	-110	1065	1950-1990	
	Lethbridge A	49	-112	1065	1950-1990	
	Medicine Hat A	50	-110	1065	1950-1990	
	Peace River A	54	-110	1065	1950-1990	
	Red Deer A	50	-112	1065	1950-1990	
	Stony Mountain A	51	-113	1065	1950-1990	
	Wetaskiwin A	50	-110	1065	1950-1990	
British Columbia	Victoria Int'l A	48	-123	1065	1950-1990	
	Vancouver Int'l A	49	-123	1065	1950-1990	
	Abbotsford A	49	-122	1065	1950-1990	
	Chilliwack A	49	-122	1065	1950-1990	
	Delta A	49	-122	1065	1950-1990	
	Langley A	49	-122	1065	1950-1990	
	Maple Ridge A	49	-122	1065	1950-1990	
	Port Moody A	49	-122	1065	1950-1990	
	Richmond A	49	-122	1065	1950-1990	
	Surrey A	49	-122	1065	1950-1990	
Ontario	London Int'l A	43	-81	1065	1950-1990	
	Mississauga Int'l A	43	-79	1065	1950-1990	
	Ottawa Int'l A	45	-75	1065	1950-1990	
	Thunder Bay Int'l A	46	-84	1065	1950-1990	
	Windsor Int'l A	42	-83	1065	1950-1990	
	Hamilton Int'l A	43	-79	1065	1950-1990	
	Kingston Int'l A	44	-76	1065	1950-1990	
	Shelburne Int'l A	43	-80	1065	1950-1990	
	St. Catharines Int'l A	43	-79	1065	1950-1990	
	Welland Int'l A	43	-80	1065	1950-1990	
Quebec	Montreal Int'l A	45	-73	1065	1950-1990	
	Quebec Int'l A	46	-71	1065	1950-1990	
	Shawinigan Int'l A	46	-71	1065	1950-1990	
	Sherbrooke Int'l A	45	-72	1065	1950-1990	
	St. John's Int'l A	47	-52	1065	1950-1990	
	St. Lawrence Int'l A	46	-71	1065	1950-1990	
	St. Yves Int'l A	46	-71	1065	1950-1990	
	Thetford Int'l A	46	-71	1065	1950-1990	
	Val-d'Or Int'l A	48	-69	1065	1950-1990	
	Yamoucheville Int'l A	46	-71	1065	1950-1990	