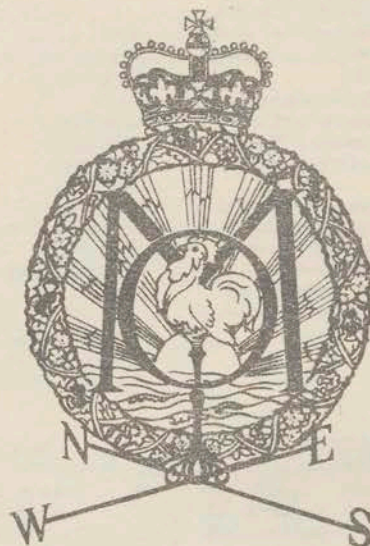
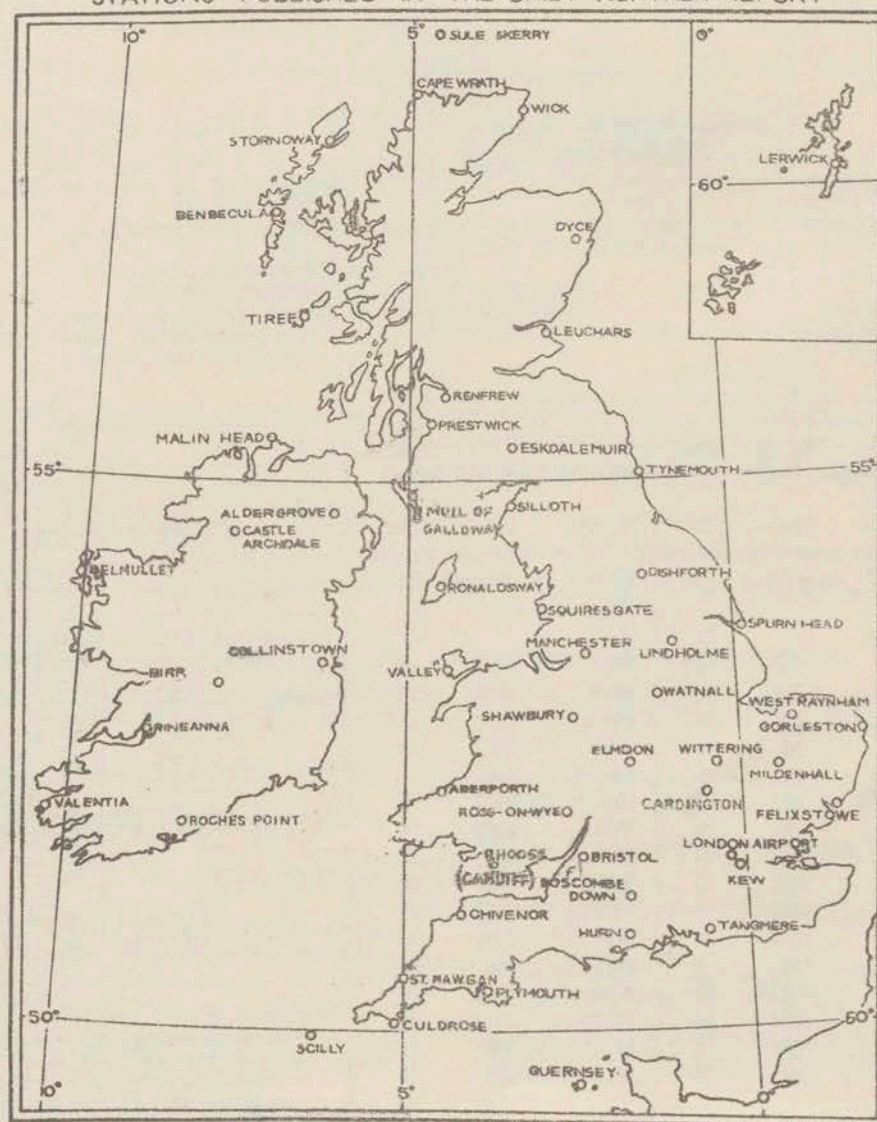


## 1957



STATIONS PUBLISHED IN THE DAILY WEATHER REPORT



METEOROLOGICAL OFFICE  
LONDON, W.C.2



## I. HISTORY

A brief history of changes in contents and format between 1st April, 1919, and December, 1949, will be found in the introduction to the British Section for 1st October to 31st December, 1949. On 1st January, 1950, the British and International Sections of the former Report, which had been issued in three sections since 1919, were combined in a single publication, the present Daily Weather Report. At the same time, the third section was published separately with the title of Daily Aerological Record. A number of changes in meteorological codes and specifications were introduced on 1st January, 1955, and incorporated in the Report. Changes in format introduced on 1st July, 1955, provided for the elements of station and ships' observations to be given in the order of the appropriate meteorological code and for some modification of the scales and projections of charts.

## 2. FORM OF PRESENTATION

(i) **Observations.**—Pages 1 and 4 of the Daily Weather Report contain reports for the four main hours of observation from a representative number of stations in Great Britain and Ireland which provide full reports together with a selection of ships' reports for the same hours. In addition, Beaufort letters, (Table 18), mainly describing precipitation, are given for each of the four six-hourly periods, together with reports of maximum and minimum temperature, sunshine, rainfall and state of ground (Table 13), in respect of the land stations listed. Explanations of the codes and specifications used are given below.

(ii) **Charts.**—Page 2 contains a chart of the weather in a large part of the northern hemisphere for mid-day of the previous day. Incorporated in this chart is a line joining the approximate locations of civil twilight (i.e., Sun 6° below horizon) at 1200 h. G.M.T. for the mid point of the month indicated. Page 3 contains charts of slightly larger scale, for the British Isles and Western Europe, for 1800 h. of the previous day and for 0000 h. and 0600 h. on the day of issue.

(iii) **General Synoptic Development, Forecast and Further Outlook.**—Below the weather charts on page 3 will be found a statement which describes the main features in the evolution of the synoptic situation over the British Isles during the preceding 24 hours together with an indication of the manner in which it is expected to develop during the succeeding 24 hours. On the right of this statement is a forecast of the weather expected during a period of 24 hours from noon on the day of issue, followed by an outlook for a further period, the duration of which is normally 24 hours but may be longer in certain weather situations.

## 4. EXPLANATION OF CODES AND SPECIFICATIONS

### CODE F.M.11A—Land Stations

N dd ff	VV ww W	PPP TT
N = Total amount of cloud in eighths (Table 1). dd = Wind direction on scale 01–36 (see also Table 2). ff = Wind speed in knots.	VV = Visibility (Table 3). ww = Present weather (Table 5). W = Past weather (Table 4).	PPP = Last three figures of pressure (reduced to M.S.L.) in millibars and tenths. TT = Temperature in whole degrees Fahrenheit.

### CODE F.M.21A—Ships

L <sub>1</sub> L <sub>2</sub> L <sub>3</sub>	LoLoLo	Followed by first four groups as in F.M.11A above
L <sub>1</sub> L <sub>2</sub> L <sub>3</sub> = Latitude in degrees and tenths.	LoLoLo = Longitude in degrees and tenths (West unless otherwise stated).	

## 3. NOTES

- Standard of Time.**—Greenwich Mean Time is exclusively used throughout the Report.
- Rainfall.**—Tr = There has been precipitation, but amount less than 0.05 mm.
- Temperature.**—Temperature is specified in degrees Fahrenheit and is shown on the charts by means of figures alongside the positions of the stations.
- Dew Point.**—The values of Dew Point are derived from the original readings of dry-bulb and wet-bulb temperature and are correct to 1° F. Prior to 1st January, 1949, values below 32° F. gave the "Hoar Frost Point" that is to say, the temperature for which the actual vapour pressure is equal to the saturation pressure over ice. Since January, 1949, the true Dew Point and not the Hoar Frost Point has been included in synoptic reports in circumstances where the actual vapour pressure is lower than the saturated water vapour pressure of 32° F.
- Elevations of stations.**—The elevations of British stations are given below. These refer in each case to the cistern of the barometer.

ft.	ft.	ft.	ft.
Kew ... 82	Bristol ... 197	Silloth ... 27	Sule Skerry ... 50
London Airport ... 82	Aberporth ... 379	Watnall ... 337	Lerwick ... 272
Tangmere ... 57	Rhoose (Cardiff) ... 223	Spurn Head ... 54	Stornoway ... 42
Hurn ... 34	Plymouth ... 100	Lindholme ... 21	Benbecula ... 16
Guernsey ... 340	Chivenor ... 22	Dishforth ... 131	Tiree ... 29
Felixstowe ... 16	St. Mawgan ... 339	Tynemouth ... 130	Aldergrove ... 220
Gorleston ... 26	Culdrose ... 260	Eskdalemuir ... 794	Castle Archdale ... 271
Mildenhall ... 39	Scilly ... 199	Mull of Galloway ... 250	Malin Head ... 85
Cardington ... 93	Elmdon ... 326	Prestwick ... 30	Belmullet ... 33
West Raynham ... 263	Shawbury ... 249	Renfrew ... 30	Birr ... 235
Wittering ... 219	Manchester ... 230	Leuchars ... 36	Collinstown ... 265
Boscombe Down ... 419	Squires' Gate ... 33	Dyce ... 234	Rineanna ... 22
Ross on Wye ... 226	Valley ... 29	Wick ... 119	Roches Point ... 136
	Ronaldsway ... 55	Cape Wrath ... 371	Valentia ... 45

(vi) **Adjusted Readings.**—Where an instrumental reading is found to be in error and some adjustment is necessary, the adjusted reading is published in brackets thus (59).

Table 1—Code for Cloud Amount (N, N<sub>h</sub>, N<sub>s</sub>)

0 = None.
1 = 1 eighth of sky covered or less, but not zero.
2 = 2 eighths of sky covered.
3 = 3 eighths of sky covered.
4 = 4 eighths of sky covered.
5 = 5 eighths of sky covered.
6 = 6 eighths of sky covered.
7 = 7 eighths of sky covered or more, but not 8 eighths.
8 = 8 eighths (sky completely covered).
9 = Sky obscured or cloud amount cannot be estimated.

Note.—"Trace" would be included under Figure 1, which should be used for amounts up to 1/8th (i.e., not up to 3/16ths). "Overcast but with openings" would be included under Figure 7, which should be used for amounts down to 7/8ths (i.e., not down to 13/16ths).

Table 2.—Table of Conversion of Wind Direction read in Compass Points into Code Figures (dd and d<sub>w</sub>d<sub>w</sub>)

Direction (Compass Points)	Exact in degrees	Code figures dd	Direction (Compass Points)	Exact in degrees	Code figures dd
Calm	—	00	S.W.	191½	19
N.E.	11½	01	SSW.	202½	20
NNE.	22½	02	SW.S.	213½	21
NE.N.	33½	03	SW.	225	23
NE.	45	05	SW.W.	236½	24
NE.E.	56½	06	WSW.	247½	25
ENE.	67½	07	W.S.	258½	26
E.N.	78½	08	W.	270	27
E.	90	09	W.N.	281½	28
E.S.	101½	10	WNW.	292½	29
ESE.	112½	11	NW.W.	303½	30
SE.E.	123½	12	NW.	315	32
SE.	135	14	NW.N.	326½	33
SE.S.	146½	15	NNW.	337½	34
SSE.	157½	16	N.W.	348½	35
S.E.	168½	17	N.	360	36
S.	180	18			

Note.—The direction to be observed is "true" not "magnetic".

Table 3.—Code for Visibility—VV

First Code Figure	0	1	2	3	4	5	6	7	8	9
5	3½	*	*	*	*	*	3½	†	5	
6	6½		7½		8½		10		11½	
7	12½		13½		15		16½		17½	
8	18½		25		31½		37½		43½	Over 43½
9†	<55	55	220	550	1,100	2,200	2½	6½	12½	31 or over
F	<11	11	22	33	44	55	66	77	88	99

In the range 01–50 the figures give actual visibility in tenths of kilometres, or half furlongs. This table gives the meanings of higher code figures. The decade F.0–F.9 is used, in this publication only, to give visibilities of less than 110 yards.

† Values not given may be obtained by interpolation.

\* Code figures not used.  
‡ Decade 90–99 is used when visibility cannot be determined with sufficient accuracy to justify lower code figures.

Table 4.—Code for Past Weather (W)

0 = Cloud covering ¼ or less of the sky throughout the appropriate period.	3 = Sandstorm, duststorm or drifting snow.
1 = Cloud covering more than ¼ of the sky during part of the appropriate period and covering half or less during part of the period.	4 = Fog or thick haze.
2 = Cloud covering more than ½ of the sky throughout the appropriate period.	5 = Drizzle.
	6 = Rain.
	7 = Snow, or rain and snow mixed.
	8 = Shower(s).
	9 = Thunderstorm(s) with or without precipitation.



Table 5.—Code for Present Weather (ww)

00-19 No precipitation at time of observation.	00	Cloud development not observed	Characteristic change of the state of sky during the past hour.	30-39 Duststorms, sandstorms or drifting snow.	30		has decreased during preceding hour. no appreciable change during preceding hour. has increased during preceding hour. has decreased during preceding hour. no appreciable change during preceding hour. has increased during preceding hour.	70-79 Solid precipitation not in showers.	70	Intermittent fall of snow flakes.	slight at time of observation. moderate at time of observation. heavy at time of observation.
	01	Clouds generally dissolving or becoming less developed.			31	Slight or moderate dust-storm or sand-storm.			71	Continuous fall of snow flakes.	
	02	State of sky on the whole unchanged.			32				72	Intermittent fall of snow flakes.	
	03	Clouds generally forming or developing.			33				73	Continuous fall of snow flakes.	
	04	Visibility reduced by smoke, e.g. veldt or forest fire, industrial smoke or volcanic ashes.			34	Severe dust-storm or sand-storm.			74	Intermittent fall of snow flakes.	
	05	Haze.			35				75	Continuous fall of snow flakes.	
	06	Widespread dust in suspension in the air, not raised by wind, at or near the station at the time of observation.			36	Slight or moderate drifting snow.			76	Ice needles (with or without fog).	
	07	Dust or sand raised by wind at or near the station at the time of observation, but no well-developed dust devil(s), and no dust-storm or sand-storm seen.			37	Heavy drifting snow.			77	Granular snow (with or without fog).	
	08	Well developed dust devil(s) seen at or near the station within last hour, but no dust-storm or sand-storm.			38	Slight or moderate drifting snow.			78	Isolated starlike snow crystals (with or without fog).	
	09	Dust-storm or sand-storm within sight of the station or at the station during the last hour.			39	Heavy drifting snow.			79	Ice pellets.	
	10	Mist.††			40-49 Fog at time of observation.	40	Fog at a distance at the time of observation, but not at the station during the last hour, the fog extending to a level above that of the observer.	80-90 Showery precipitation.	80	Rain shower(s), slight.	thunderstorm during the preceding hour, but not at time of observation.
	11	Shallow fog in patches.				41	Fog in patches.		81	Rain shower(s), moderate or heavy.	
	12	Shallow fog, more or less continuous.				42	Fog, sky discernible.		82	Rain shower(s), violent.	
	13	Lightning visible, no thunder heard.				43	Fog, sky not discernible.		83	Shower(s) of rain and snow, slight.	
	14	Precipitation within sight, not reaching the ground or the surface of the sea.				44	Fog, sky discernible.		84	Shower(s) of rain and snow, moderate or heavy.	
	15	Precipitation within sight, reaching the ground or the surface of the sea but distant (estimated to be more than 5 km.) from the station.				45	Fog, sky not discernible.		85	Snow shower(s), slight.	
	16	Precipitation within sight reaching the ground or the surface of the sea near to but not at the station.				46	Fog, sky discernible.		86	Snow shower(s), moderate or heavy.	
	17	Thunder heard but no precipitation at the station.				47	Fog, sky not discernible.		87	Shower(s) of soft or small hail with or without rain or rain and snow-mixed.	
	18	Squall(s).				48	Fog, depositing hard rime, sky discernible.		88	Shower(s) of soft or small hail with or without rain or rain and snow-mixed.	
	19	Funnel cloud(s).†				49	Fog, depositing hard rime, sky not discernible.		89	Shower(s) of hail, with or without rain or rain and snow mixed, not associated with thunder.	
20-29 Precipitation, fog or thunderstorm at station in past hour but not at time of observation.	20	Drizzle (not freezing).	Not falling as shower(s).	50-59 Drizzle at time of observation.	50	Drizzle, not freezing, intermittent.	slight at time of observation. moderate at time of observation. thick at time of observation.	91-99 Precipitation with current or recent thunderstorm.	91	Slight rain at time of observation.	thunderstorm at time of observation.
	21	Rain (not freezing).			51	Drizzle, not freezing, continuous.			92	Moderate or heavy rain at time of observation.	
	22	Snow.			52	Drizzle, not freezing, intermittent.			93	Slight snow, or rain and snow mixed at time of observation.	
	23	Rain and snow.			53	Drizzle, not freezing, continuous.			94	Moderate or heavy snow, rain and snow mixed or hail at time of observation.	
	24	Freezing drizzle or freezing rain.			54	Drizzle, not freezing, intermittent.			95	Thunderstorm, slight or moderate, without hail but with rain and/or snow at time of observation.	
	25	Shower(s) of rain.			55	Drizzle, not freezing, continuous.			96	Thunderstorm, slight or moderate, with hail at time of observation.	
	26	Shower(s) of snow, or of rain and snow.			56	Drizzle, freezing, slight.			97	Thunderstorm, heavy, without hail, but with rain and/or snow at time of observation.	
	27	Shower(s) of hail, or of hail and rain.			57	Drizzle, freezing, moderate or thick.			98	Thunderstorm combined with duststorm or sandstorm at time of observation.	
	28	Fog.			58	Drizzle and rain, slight.			99	Thunderstorm, heavy, with hail at time of observation.	
	29	Thunderstorm (with or without precipitation).			59	Drizzle and rain, moderate or heavy.					
				60-69 Rain at time of observation.	60	Rain, not freezing, intermittent.	slight at time of observation. moderate at time of observation. heavy at time of observation.				
					61	Rain, not freezing, continuous.					
					62	Rain, not freezing, intermittent.					
					63	Rain, not freezing, continuous.					
					64	Rain, not freezing, intermittent.					
					65	Rain, not freezing, continuous.					
					66	Rain, freezing, slight.					
					67	Rain, freezing, moderate or heavy.					
					68	Rain or drizzle, and snow, slight.					
					69	Rain or drizzle and snow, moderate or heavy.					

The expression "at the station" refers to a land station or a ship.

† Tornado cloud or water spout.

†† Will be used only when visibility is reported as 10 or more and obscuration is due to water particles.

Table 6.—Code for Form of Low Cloud\* (CL)

0	No low cloud.
1	Cumulus with little vertical development.
2	Cumulus of considerable development with or without other cumulus or stratocumulus.
3	Cumulonimbus, tops not cirriform or anvil-shaped; with or without other forms of low cloud.
4	Stratocumulus formed by spreading out of cumulus; cumulus may also be present.
5	Stratocumulus not formed by the spreading out of cumulus.
6	Stratus and/or stratus fractus but not of bad weather.
7	Stratus fractus or cumulus fractus of bad weather ("scud") usually under altostratus or nimbostratus. By "bad weather" is meant the conditions which generally exist before, during or after precipitation.
8	Cumulus together with stratocumulus not formed by the spreading out of cumulus.
9	Cumulonimbus, with cirriform top, often anvil-shaped. Other types of low cloud may be present.
/ or — Low clouds not visible owing to darkness, fog, sandstorm or other phenomena.	

Table 7.—Code for Form of Medium Cloud\* (CM)

0	No medium cloud.
1	Mainly semi-transparent altostratus through part of which sun or moon are visible.
2	Altostratus, the greatest part of which is sufficiently dense to hide the sun (or moon), or nimbostratus.
3	Mainly semi-transparent altocumulus of unchanging elements; at a single level.
4	Semi-transparent altocumulus in patches; elements continually changing; possibly at more than one level.
5	Semi-transparent altocumulus in bands or in an increasing layer.
6	Altocumulus formed by spreading out of cumulus.
7	Any of the following:— (a) Altocumulus in two or more layers not increasing. (b) Opaque layer of altocumulus not increasing. (c) Altocumulus with altostratus or nimbostratus or with both.
8	Altocumulus tufted or turreted.
9	Altocumulus at different levels, giving chaotic appearance to the sky. (Dense cirrus usually present.)
/ or — Medium cloud not visible owing to darkness, fog, sandstorm, etc., or owing to existence of a complete layer of lower cloud.	

Table 8.—Code for Form of High Cloud\* (CH)

0	No cirriform cloud.
1	Scattered cirrus not increasing.
2	Dense cirrus in patches; usually not increasing.
3	Cirrus often anvil-shaped; usually associated with cumulonimbus.
4	Tufted cirrus increasing and thickening.
5	Cirrus and/or cirrostratus increasing but the continuous layer not reaching above 45° altitude.
6	Cirrus and/or cirrostratus increasing with the continuous layer reaching above 45° altitude.
7	Complete layer of cirrostratus covering whole sky.
8	Cirrostratus not increasing and not a complete layer covering whole sky.
9	Cirrocumulus alone or with cirrus or cirrostratus where the cirrocumulus predominates.
/ or — High cloud not visible owing to darkness, fog, sandstorm, etc., or owing to the existence of a complete layer of lower cloud.	

\* Abbreviated definitions. For full text see "Handbook of Weather Messages," Part II M.O.510(b).

Table 9.—Code for Cloud Height (h)

Code figure	Height of base of cloud	
	metres	feet
0	0-50	0-150
1	50-100	150-300
2	100-200	300-600
3	200-300	600-1,000
4	300-600	1,000-2,000
5	600-1,000	2,000-3,000
6	1,000-1,500	3,000-5,000
7	1,500-2,000	5,000-6,500
8	2,000-2,500	6,500-8,000
9	Above 2,500	Above 8,000

Note 1.—If there is no cloud at all code figure 9 is reported. If the sky is not discernible owing to fog or other surface phenomena, figure 0 is reported.

Note 2.—If there is fog, and the sky is discernible through the fog, the cloud form, height and amount are reported as if no fog were present. If the sky is not discernible through the fog the height of the base of the cloud is reckoned as 0.

Note 3.—Height above ground of the base of cloud. If there is cloud of Form CL reported, h refers to this cloud. If, however, there is no cloud of Form CL and there is cloud of Form CM, h refers to this cloud.

When there is cloud at several levels below 8,000 ft., N<sub>h</sub> and h refer to the lowest layer covering more than 1/2 of the sky. If, however, there is no layer of more than 1/2 then N<sub>h</sub> and h refer to the lowest layer which is not exceeded by any other layer present. When the same form of cloud CL is present at more than one level, N<sub>h</sub> refers to the total amount of the cloud form reported for CL at all levels, while h refers to the height of cloud form CL at the lowest level.

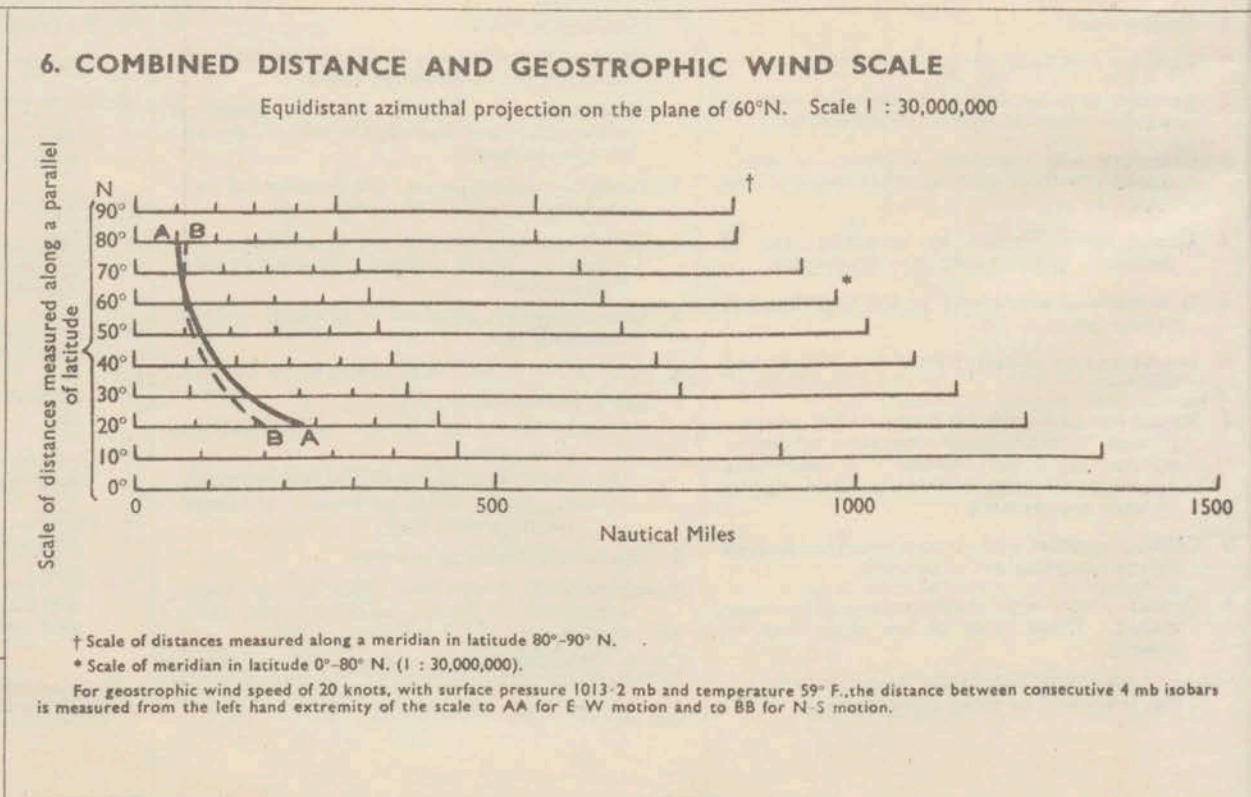


Table 10.—Code for Characteristic of Barometric Tendency (a)	Table 11.—Code for Type of Cloud (C)	Table 12.—Code for Height of Cloud (h <sub>h</sub> h <sub>a</sub> )
0 = Increasing, then decreasing; atmospheric pressure the same as or higher than 3 hr. ago. 1 = Increasing, then steady; or increasing, then increasing more slowly. 2 = Increasing (steadily or unsteadily). 3 = Decreasing or steady, then increasing; or increasing, then increasing more rapidly. 4 = Steady, atmospheric pressure the same as 3 hr. ago. 5 = Decreasing, then increasing; atmospheric pressure the same as or lower than 3 hr. ago. 6 = Decreasing, then steady; or decreasing, then decreasing more slowly. 7 = Decreasing (steadily or unsteadily). 8 = Steady or increasing, then decreasing; or decreasing, then decreasing more rapidly.	0 = Cirrus (Ci). 1 = Cirrocumulus (Cc). 2 = Cirrostratus (Cs). 3 = Altocumulus (Ac). 4 = Altostratus (As). 5 = Nimbostratus (Ns). 6 = Stratocumulus (Sc). 7 = Stratus (St). 8 = Cumulus (Cu). 9 = Cumulonimbus (Cb). x = Cloud not visible owing to darkness, fog, sandstorm or other analogous phenomena.	Code figures 01–50 = cloud height in 100s of feet. Code figures 56–80, subtract 50 for cloud height in 1,000s of feet. CODE FIGURES 81–89 81 = 35,000 feet 82 = 40,000 " 83 = 45,000 " 84 = 50,000 " 85 = 55,000 " 86 = 60,000 " 87 = 65,000 " 88 = 70,000 " 89 = above 70,000 feet CODE FIGURES 90–99* 90 = less than 150 feet 91 = 150–300 " 92 = 300–600 " 93 = 600–1,000 " 94 = 1,000–2,000 " 95 = 2,000–3,000 " 96 = 3,000–5,000 " 97 = 5,000–6,500 " 98 = 6,500–8,000 " 99 = 8,000 feet or higher or no low clouds. * Only used when cloud height cannot be determined with greater accuracy.

Table 14.—Code for Direction in which Ship has moved (D <sub>s</sub> )	Table 15.—Code for Speed of Ship (v <sub>s</sub> )	Table 16.—Code for Period of Waves (P <sub>w</sub> )	Table 17.—Code for Mean Maximum Height of Waves (H <sub>w</sub> )
0 = Stationary. 1 = North-east. 2 = East. 3 = South-east. 4 = South. 5 = South-west. 6 = West. 7 = North-west. 8 = North. 9 = No definite direction or unknown.	0 = kt. 1 = 1–3 2 = 4–6 3 = 7–9 4 = 10–12 5 = 13–15 6 = 16–18 7 = 19–21 8 = 22–24 9 = >24	2 = sec. 3 = <5 4 = 5–7 5 = 7–9 6 = 9–11 7 = 11–13 8 = 13–15 9 = 15–17 0 = 17–19 1 = 19–21 x = Calm or period of waves not determinable.	50 added to d <sub>w</sub> d <sub>w</sub> m. ft. 0 = <1 1 = 1 2 = 1 3 = 1 4 = 2 5 = 2 6 = 3 7 = 3 8 = 4 9 = 4 x = Height not determined. 0 = 5 1 = 5 2 = 6 3 = 6 4 = 7 5 = 7 6 = 8 7 = 8 8 = 9 9 = 9 Notes:— (i) The range of heights covered by a number is half a metre, e.g., number 3 applies to waves whose heights are between 1½ m. and 1¾ m. (4 ft. and 5½ ft.). (ii) Waves whose heights are greater than 9½ m. (31 ft.) are reported by coding H <sub>w</sub> as 9 and adding after the code group the word WAVE and the actual height in metres or feet; e.g., Wave 40 ft. (iii) If a wave height comes exactly midway between the heights corresponding to two code figures, the lower code figure is reported. (iv) Code figures 49 or 99 for d <sub>w</sub> d <sub>w</sub> mean "waves confused, direction indeterminate."

TABLE 18.—Explanation of Beaufort letters used for hydrometeors (Col. 51–52 pages 1 and 4)			
d = drizzle. f = fog, visibility 220–1100 yards. F = thick fog, visibility less than 220 yards. f <sub>g</sub> = low fog over land or sea.	h = hail. ks = storm of drifting snow. l = lightning. p = shower(s).	r = rain. s = snow. rs = sleet. t = thunder.	Intensity is shown by capital letters ("heavy" or "thick") or suffix "o" ("slight"). Continuous precipitation is shown by repeating the letter and intermittent precipitation by the prefix "i". The prefix "j" indicates weather near but not at the station.

5. EXPLANATION OF CHARTS
<b>BAROMETER.</b> Isobars are drawn for intervals of four millibars. <b>WIND.</b> Arrows fly with wind. A full length feather represents 10 Kt. and a short feather 5 Kt. A solid pennant represents 50 Kt. Calm is indicated by circle outside weather symbol. <b>TEMPERATURE</b> is given in degrees F. <b>CLOUD SYMBOLS</b> ○ Clear sky. ⊖ Sky ⅛ covered. ⊙ Sky ¼ covered. ⊕ Sky ⅜ covered. ⊗ Sky ½ covered. ⊕ Sky ⅝ covered. ⊗ Sky ¾ covered. ⊗ Sky ⅞ covered. ⊗ Sky obscured. <b>WEATHER SYMBOLS</b> ● Rain. ☉ Drizzle. ✕ Snow. ✕ Sleet. △ Hail. ∇ Shower. ⚡ Thunderstorm. T Thunder. ≡ Fog. — Mist. <b>FRONTS</b> or boundaries between masses of air of different origin are indicated, wherever their characteristics are well pronounced, in the following way— — = Warm Front on the surface. — = Warm Front above the ground. — = Cold Front on the surface. — = Cold Front above the ground. — = Occluded Front (or Occlusion). — = Lines of Frontogenesis. Short strokes across the frontal line indicate Frontolysis. <b>Note.</b> —The symbols are placed on the side of the line towards which the front is moving. When the front is stationary the symbols are placed alternately on both sides of the line. Identification letters are inserted on fronts and in systems. <b>N.B.</b> —Readers of the Report who are unacquainted with the method of construction and the use of weather charts are recommended to read "The Weather Map. An introduction to Modern Meteorology" (3rd Edition, 1939), to be purchased from H.M. Stationery Office, York House, Kingsway, W.C.2, price 4s. 2d. post free.





MONTHLY  
SUMMARY

OF

THE DAILY WEATHER REPORT  
OF THE METEOROLOGICAL OFFICE, LONDON

FOR DECEMBER 1957

No. 24

Changeable, rather mild on the whole.

During the first five days of the month an anticyclone covered much of the British Isles, and fronts on its northwestern edge moved across Northern Ireland and Scotland. On 6th the anticyclone retreated to central Europe and in the next few days weather systems moved across the country. Between 11th and 13th a deep depression crossed the Bay of Biscay and France, giving a period of easterly winds. The pressure distribution then became indefinite until southwesterly winds set in on 18th, lasting until 22nd. For two days pressure gradients were weak, until on 25th an unsettled westerly type of weather became established, with fronts crossing the British Isles and depressions mainly well to the north, and this regime continued to the end of the month.

From 1st to 5th weather was cold over England and Wales and there was fairly persistent fog and frost, though most places had some sunshine. In contrast, the weather over Scotland and Northern Ireland was mild, with afternoon temperatures around 50°, and there was slight rain and drizzle. Milder weather and some rain spread to all areas on 6th and the following night temperatures did not fall below 50° in several districts of southern England.

Vigorous depressions moved eastwards across Scotland on 7th and 8th, giving westerly gales in all areas and gusts over 60 knots as far south as Cornwall. On 7th a number of places in England had their warmest day of the month. In 24 hours ending in the evening of 8th Dyce recorded 38 mm. of rain (with a little snow) and Stornoway 36 mm. During 9th moderate northerly winds spread across the whole country, bringing scattered snow showers into England and a marked drop of temperature generally. This weather was short-lived, however, for the following day an occlusion moved in from the Atlantic and with small depressions developing on it there were widespread gales and locally heavy falls of rain and snow. In 24 hours up to the morning of 11th both

Leuchars and Dyce recorded 36 mm., but this was surpassed by a fall at Scilly of the same amount in the first 12 hours of that period. December 12th was another wet day in southern England, and there were 30 mm. of rain at Guernsey in 12 hours. Gusts of 70 knots were reported from Plymouth on 10th and 11th.

Temperatures had been about average during these three stormy days, but 13th was rather cold, with fresh northeasterly winds. Thereafter a ridge of high pressure over Scotland spread southeastwards and there was a return to dry weather, with some frost and fog. On 15th air from the Atlantic began once more to invade northwestern areas and by the night of 17th/18th it covered the whole country. Weather was mild and cloudy with frequent slight rain in all areas until 22nd. The 20th was particularly mild and on that day a temperature of 58° was reached at Lindholme.

On 23rd and 24th it was cooler with light winds, and fog and night frost occurred in many inland areas of northern England and Scotland. Glasgow remained in fog for much of this period.

Westerly winds set in over Scotland early on 25th and extended to the rest of the British Isles during the day. The rest of the month was characterised by changeable weather with occasional slight rain. Over Scotland it was mild and cloudy until 28th but on 29th colder brighter weather with scattered snow showers spread south across the country. Over England and Wales it was mild from 26th until the end of the month; skies were variable and sunny intervals occurred, especially in eastern districts.

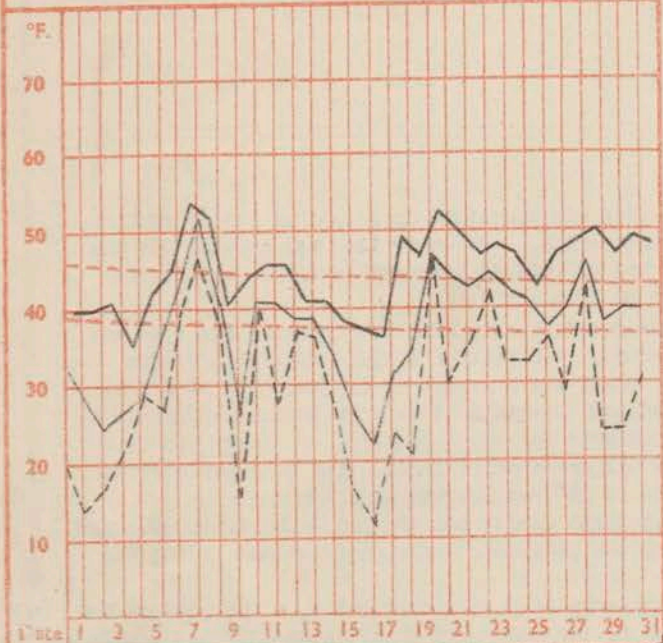
Most places had well over the average amount of sunshine during the month, and Elmdon had the sunniest December since 1929. Rainfall was rather above average in Scotland and Northern Ireland and somewhat below average elsewhere.

PLACE	TEMPERATURE												SUNSHINE						RAINFALL										Days with thunder	Days with snow or sleet	Days with fog (Vis. $\leq$ 220 yds at 09 h.)						
	Mean maximum °F.	Difference from average	Mean minimum °F.	Difference from average	Highest maximum °F.	Date	Lowest maximum °F.	Date	Highest minimum °F.	Date	Lowest minimum °F.	Date	No. of ground frosts	No. of air frosts	Days of no sunshine	Maximum duration Hrs.	Date	Total for month Hrs.	% of average	Highest and lowest totals on record for month				Days of no rainfall (0.1 mm. or less)	Maximum fall in 24 hrs. (Beginning 09 h.) mm.	Date	Total for month mm.	% of average				Highest and lowest totals on record for month					
																				First year of record	Highest Hrs.	Year	Lowest Hrs.									Year	First year of record	Highest mm.	Year	Lowest mm.	Year
KEW	44.9	+0.4	37.2	-0.5	54	7	35	4	53	8	23	17	17	9	9	6.2	30	49	126	1881	72	1886	0.3	1890	17	18	12	44	76	1856	162	1914	6	1926	0	0	3
TANGMERE	46.6	+0.8	36.2	+0.4	53	7.8	37	16	52	8	20	17	13	13	11	7.5	1	66	116	1916	86	1917	26	1956	13	14	12	59	77	1944	135	1956	23	1953	0	0	0
GORLESTON	44.8	+0.6	38.1	+0.5	54	7	35	17	52	8	27	17	7	6	14	6.5	21	61	130	1908	67	1936	20	1934	18	21	12	47	76	1914	100	1915	12	1932	0	0	2
CARDINGTON	44.7	-	34.1	-	56	20	35	17	48	8	20	3	17	13	11	5.7	1	46	-	-	-	-	-	13	20	12	53	-	-	-	-	-	0	0	1		
BOSCOMBE DOWN	44.4	+0.2	35.0	-0.5	54	20	32	4	47	8	22	4	14	12	11	7.5	1	61	115	1932	87	1946	27	1953	17	23	10	61	77	1931	204	1934	11	1933	0	0	1
ROSS-ON-WYE	44.3	-0.4	35.5	-1.7	58	7	29	4	50	20	19	3	14	10	10	6.5	1	53	104	1914	78	1948	26	1956	14	28	23	71	93	1958	197	1929	11	1926	0	0	3
RHOOSE (CARDIFF)	46.5	-	37.2	-	54	20	35	16	49	20	23	16	13	10	19	6.5	1.2	37	-	-	-	-	-	13	7	7	42	-	-	-	-	-	0	0	2		
PLYMOUTH	48.5	+0.2	38.9	-2.2	55	7	37	16	50	8	24	17	14	5	11	6.3	2	55	100	1921	82	1946	27	1927	15	19	10	73	57	1948	150	1956	19	1953	0	0	0
ELMDON	44.1	+0.4	35.0	-1.1	56	7	33	16	48	20	19	2	15	11	10	6.9	2	58	149	1928	58	1929	19	1956	15	15	23	57	89	1933	118	1948	8	1933	0	2	2
VALLEY	48.0	+0.7	39.7	-2.0	55	7	41	15	49	20	26	15	8	6	12	7.3	1	63	157	1913	71	1948	15	1931	15	20	21	103	103	1946	143	1931	39	1953	0	1	0
MANCHESTER	44.5	+0.4	36.2	+0.7	56	20	35	16	49	20	26	15.16	10	9	12	7.0	1	49	175	1945	53	1948	16	1947	17	23	31	69	90	1929	140	1923	8	1933	0	4	0
WATNALL	43.2	+0.5	35.8	+0.4	55	20	35	16	47	20	25	2	16	10	13	5.1	2	41	117	1934	53	1951	12	1956	15	16	8	50	71	1911	145	1915	8	1939	0	2	5
DISHFORTH	43.4	+0.3	34.6	-1.1	56	20	35	15	49	20	22	3	14	11	14	5.2	14	44	116	1945	61	1946	21	1956	17	23	31	54	98	1947	62	1956	27	1953	0	5	2
TYNEMOUTH	44.6	+0.3	37.8	-0.6	57	20	36	15	52	20	29	10	11	6	18	4.1	21	29	85	1936	49	1936	15	1947	21	12	11	41	75	1864	155	1915	4	1905	0	2	1
ESKDALEMIUR	42.2	+1.5	31.8	-1.4	51	7	34	15	46	20	17	3	15	14	15	6.9	2	45	125	1910	60	1935	3	1912	8	20	7	158	89	1910	339	1932	37	1933	0	6	2
RENFREW	44.4	+0.3	36.5	+0.9	53	19	31	2	49	20	20	15	11	10	17	6.0	9	32	114	1921	46	1938	9	1956	11	22	10	103	81	1920	230	1929	15	1933	0	2	2
LEUCHARS	44.0	+0.7	35.6	+0.1	52	19	35	15	52	20	24	31	14	12	11	6.5	1	63	143	1921	66	1929	16	1934	19	36	10	79	125	1921	110	1955	8	1926	0	1	0
DYCE	43.4	+1.0	34.1	-0.4	53	27	36	14.15	51	20	19	10	20	15	10	6.2	2	59	137	1925	67	1951	20	1934	20	35	10	100	118	1946	107	1956	40	1949	0	8	0
STORNOWAY	44.7	-0.3	37.2	-1.2	53	4	36	13	49	27	24	31	13	9	15	5.0	13	36	150	1880	54	1935	6	1884	1	28	7	185	140	1942	214	1949	72	1943	1	6	0
ALDERGROVE	44.6	+0.3	37.7	+0.6	53	7	36	14	48	20	23	15	8	5	16	6.1	24	45	125	1927	70	1935	17	1954	10	26	31	121	140	1926	145	1929	28	1926	0	2	1

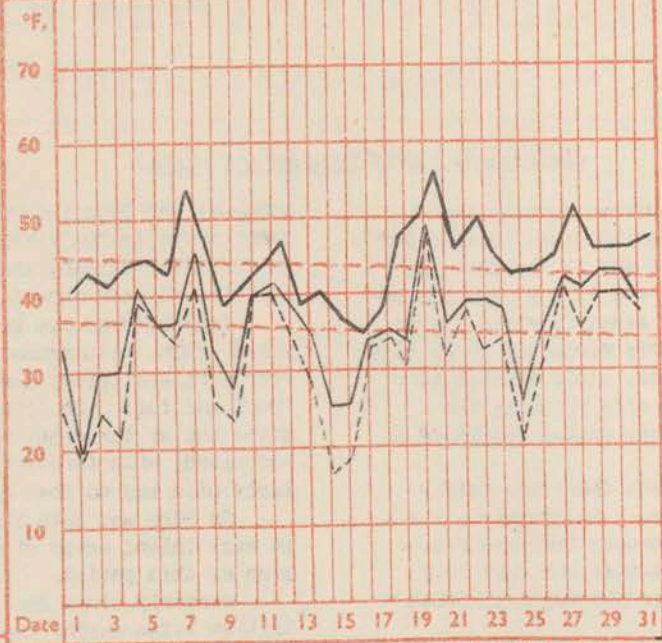
H.M.S.O. Press, M. O. Dunstable.



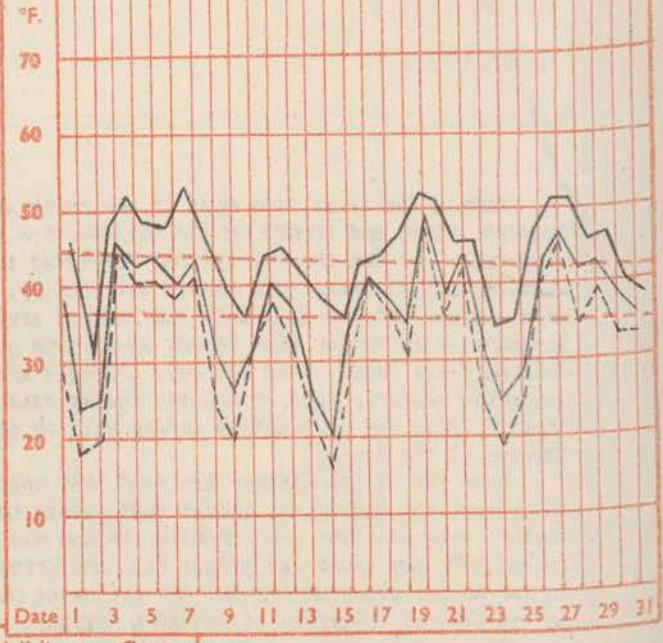
## LONDON (KEW)



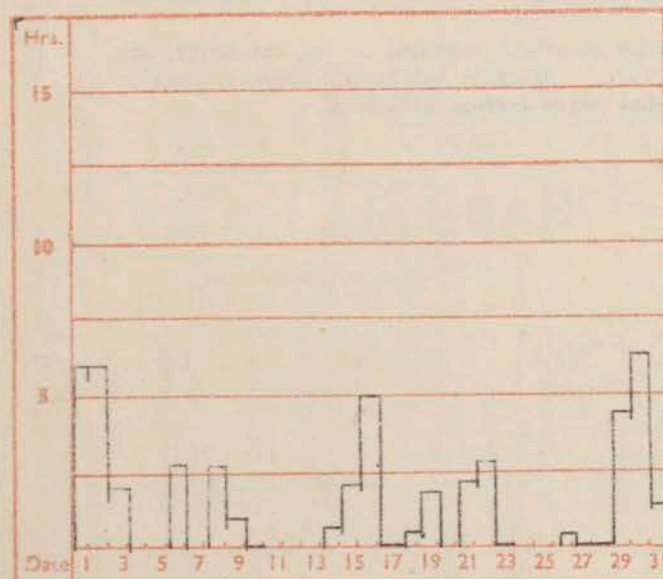
## MANCHESTER (AIRPORT)



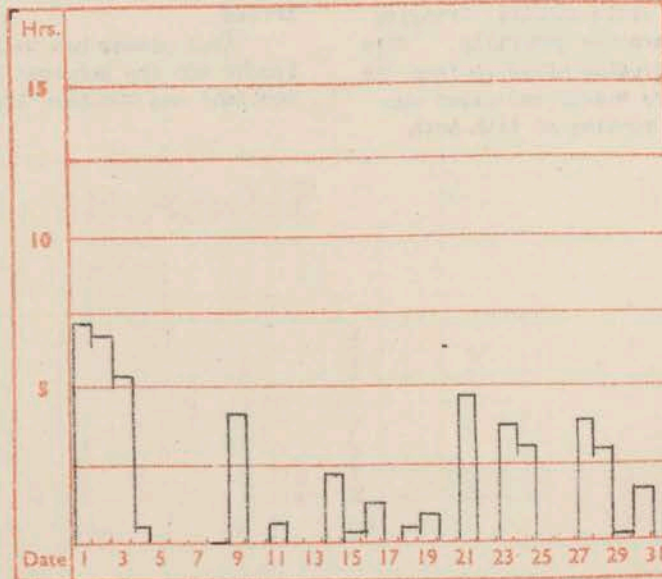
## GLASGOW (RENFREW)



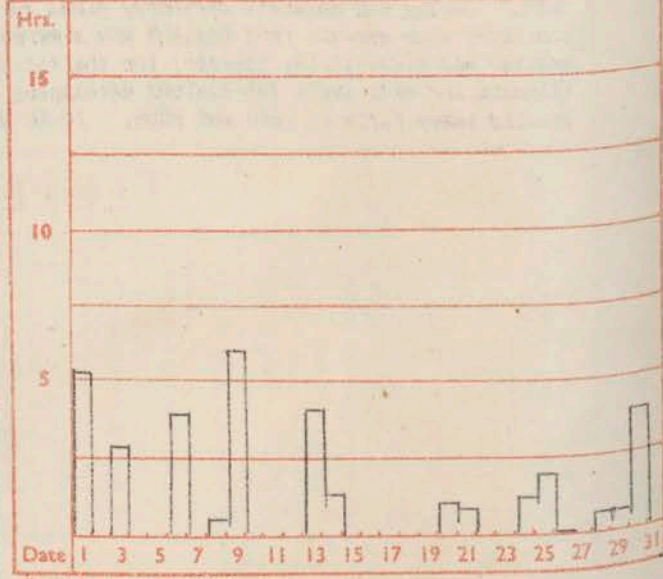
Maximum temperatures read at 21 h. G.M.T. daily, and minimum temperatures, read at 09 h. G.M.T. daily, are shown in full lines. Grass minimum temperatures, read at 09 h. G.M.T. daily, are shown by a dotted line. Pecked lines in red show normal values.



Total for month 49 hrs.  
30 year (1921-1950) average 39 hrs.

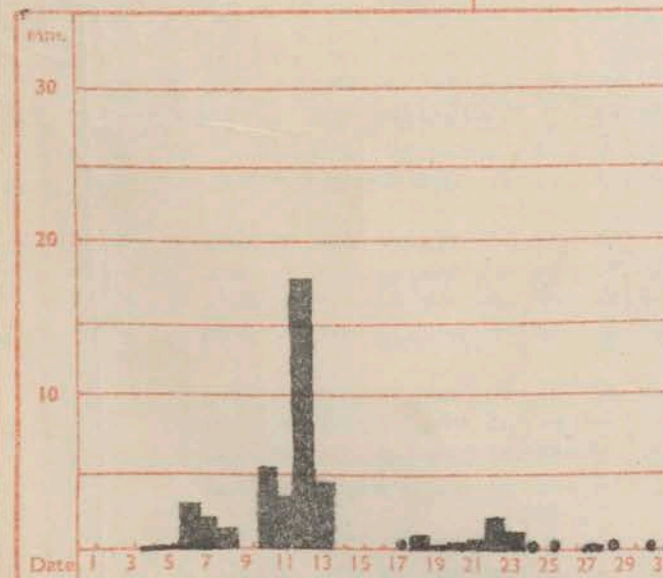


Total for month 49 hrs.  
30 year (1921-1950) average 28 hrs.

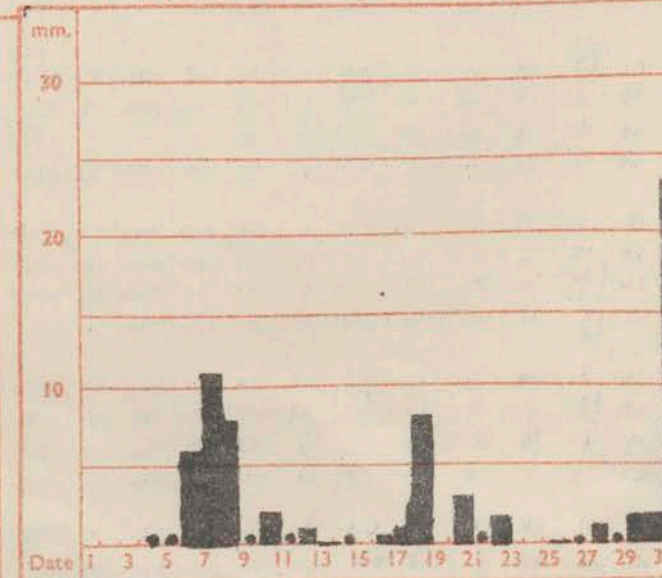


Total for month 32 hrs.  
30 year (1921-1950) average 28 hrs.

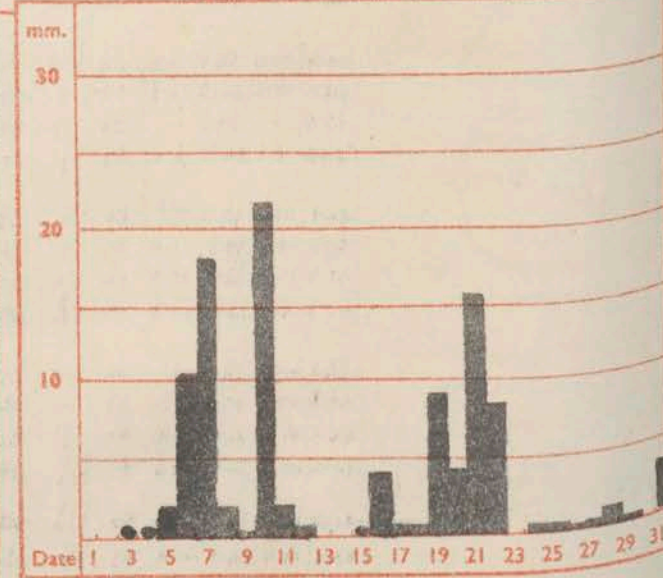
The rainfall entry made for each day represents the total fall for the 24-hour period beginning at 09 h. G.M.T. on that day.  
Trace (less than 0.05 mm) is indicated by "•".



Total for month 44 mm.  
35 year (1881-1915) average 58 mm.



Total for month 69 mm.  
35 year (1881-1915) average 77 mm.



Total for month 103 mm.  
35 year (1881-1915) average 113 mm.

Corrections to Monthly Summary for November, No 23:— Rhose (Cardiff):— Mean maximum temperature 47.9°: Manchester:— Mean maximum temperature 47.9°, Difference from average +0.1: Dishforth:— Highest minimum temperature 51° on 28th: Eskdalemuir:— Mean maximum temperature 45.7° Difference from average +1.0: Dyce:— Sunshine maximum duration 67 hrs on 2nd 6th: Aldergrove:— No. of air frosts 4.

Meteorological Office, Air Ministry, Kingsway, London, W.C.2.  
Sir Graham Sutton, C.B.E., D.Sc., F.R.S., Director General.



## OBSERVATIONS at 12h. G.M.T.

30th November 1957

## OBSERVATIONS at 18h. G.M.T.

26th November 1957

[illegible]

## 12h. Ships Reports

Code F.M.21.A		12h. Ships Reports																											
Ship	LAT.	LONG.	Total Cloud	Wind			Weather		Bar at M.S.L.	Dry Bulb Temp.	Cloud				Course		Bar		Temp.		Waves								
				Direction	Speed	Visibility	Present	Past			Amount	Low	Height	Medium	High	Direction	Speed	Character's Change in 3 hours	Sea	Down Point	Direction	Period	Height						
																								N	dd	ff	VV	ww	W
WEATHER OBSERVER.	583	188	8	16	31	98	03	2	123	53	8	5	4	-	-	4	1	2	12	00	48	66	3	2					
CIRUS	524	200	7	15	30	60	15	2	030	55	7	8	4	-	-	3	1	8	12	01	50	20	6	6					
HERMO2	450	160	8	18	22	40	81	6	088	55	5	3	4	2	-	0	8	09	55	54	18	4	6						
POLAR FRONT	660	020	7	26	19	95	02	2	192	46	7	6	2	-	-	0	2	11	01	43	26	2	3						
WEATHER EXPLORER.	630	340	4	19	22	98	03	0	003	43	4	5	0	0	0	4	0	236	51	37	35	4	4						
U.S. SHIP. "C"	528	355	8	02	17	63	60	8	994	44	5	5	2	-	-	0	0	8	08	53	41	35	4	4					
U.S. SHIP. "D"	440	410	8	36	06	60	02	2	066	51	8	4	5	-	-	0	0	7	14	61	37	77	4	1					
U.S. SHIP. "B"	565	510	7	32	18	61	85	2	038	35	6	1	4	1	0	0	0	2	15	53	32	30	3	4					
U.S. SHIP. "E"	350	480	8	23	26	69	80	2	193	65	6	2	5	2	-	0	0	7	05	54	49	23	4	6					
MEDIA.	554	106	8	16	20	98	02	2	243	52	8	5	5	-	-	2	6	2	20	51	48	-	-	-					
All times of day																													

### 18h. Ships Reports

Ship	LAT.	LONG.	Total Cloud	Wind			Weather		Bar at M.S.L.	Dry Bulb Temp.	Cloud					Course		Bar	Temp.	Waves					
				Direction	Speed	Visibility	Present	Past			Amount	Low	Height	Medium	High	Direction	Speed			Character <sup>c</sup> Change in 3 hours	Sea	Dew Point	Direction	Period	Height
LaLaLa	LoLoLo	N	dd	H	VV	ww	W	PPP	TT	Nb	CL	h	CM	CH	Ds	vs	x	pp	TsTs	TdTd	dwdw	Fw	Hw		
CIRIUS	515	200	8	13	26	60	02	2	008.50	9	10	4	-	-	8	2	6	15	00	50	15	5	7		
WEATHER OBSERVER	590	186	8	16	24	56	03	2	126.51	0	6	0	-	-	0	0	2	01	52	03	65	3	2		
POLAR FRONT	660	020 E.	8	26	22	96	02	2	200.02	8	6	2	-	-	0	0	3	02	02	03	26	3	3		
MERNOZ	450	159	0	20	20	70	03	8	002.51	0	2	5	0	0	0	0	2	10	52	53	20	0	7		
WEATHER EXPLORER	619	302	6	17	17	08	02	1	015.92	5	8	5	0	1	0	0	2	02	01	39	18	5	8		
U.S. SHIP "C"	528	355	8	11	25	59	61	6	939.47	6	4	0	2	-	0	0	5	17	00	00	04	3	6		
U.S. SHIP "D"	000	410	8	05	16	69	61	6	004.51	2	1	5	1	-	0	0	1	22	61	39	27	5	9		
BUREOL	072	089	7	13	10	97	03	1	196.55	5	3	7	6	0	2	5	2	10	57	45	73	2	2		
ACCR9	036	101	3	15	09	98	02	0	168.58	3	0	0	0	0	4	5	0	00	51	54	14	2	3		
CORINTHIC	100	101	8	15	09	98	02	0	168.58	3	0	0	0	0	4	5	0	00	51	54	14	2	3		

554 106 8 16 20 98 02 2243 52 8 5 :

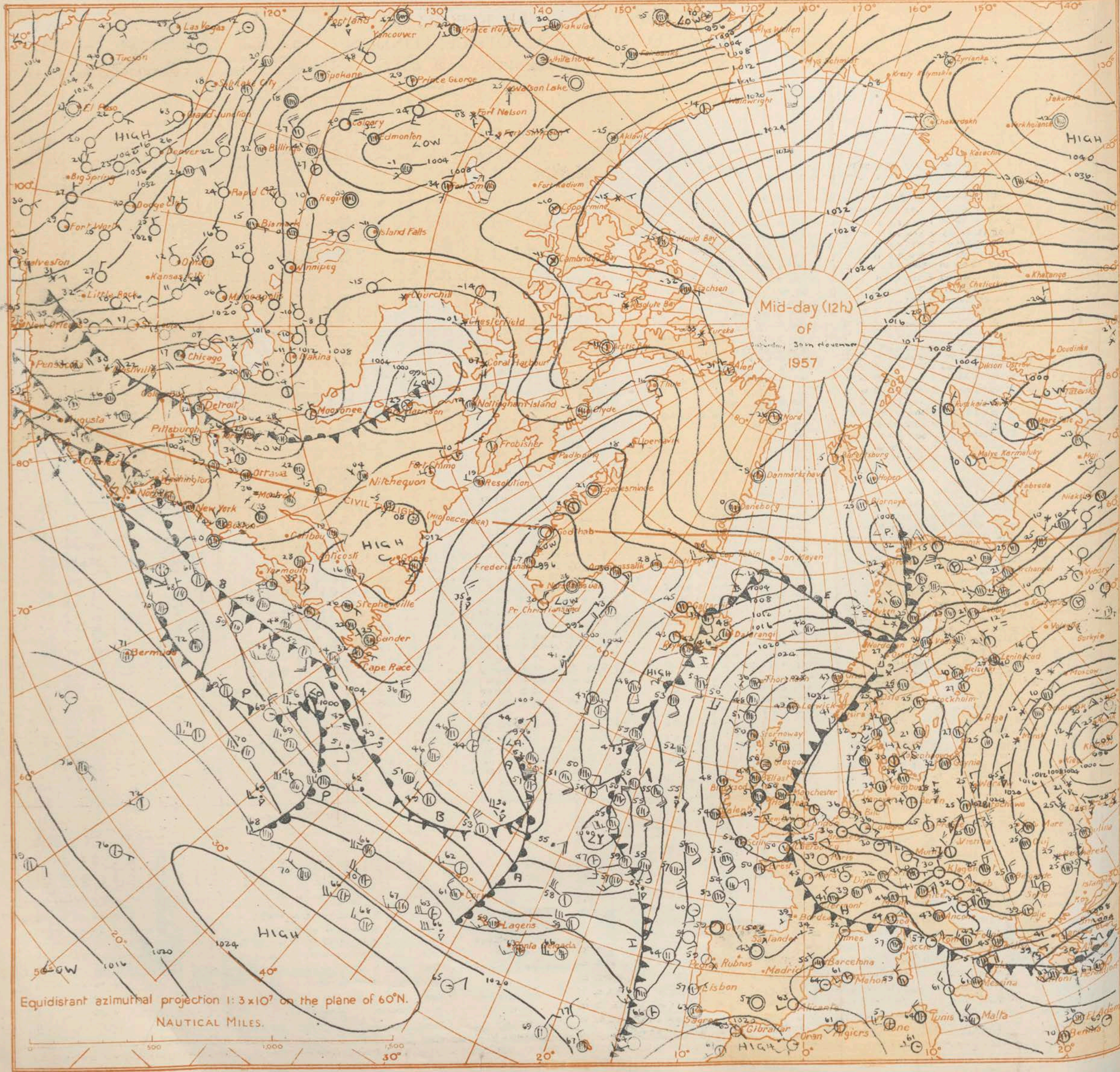
All times of observation printed in this publication are GREENWICH MEAN TIME.

\* Information not usually received.

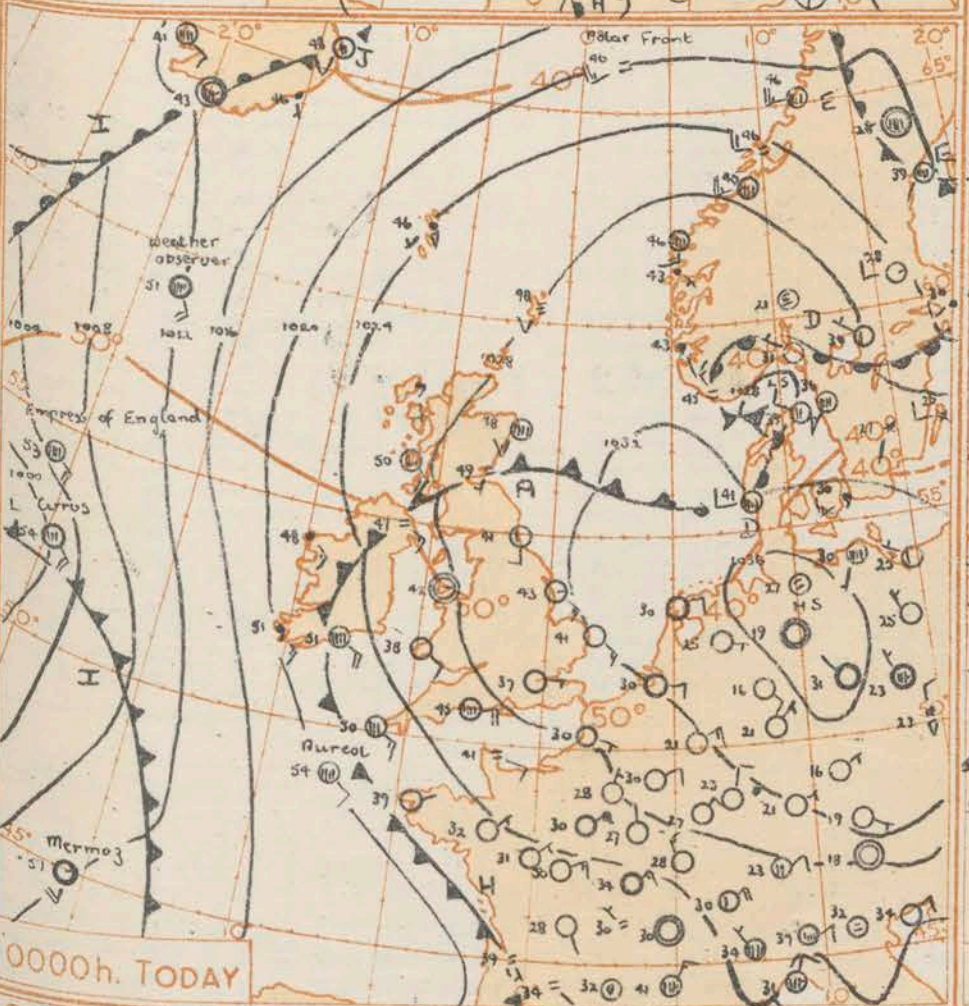
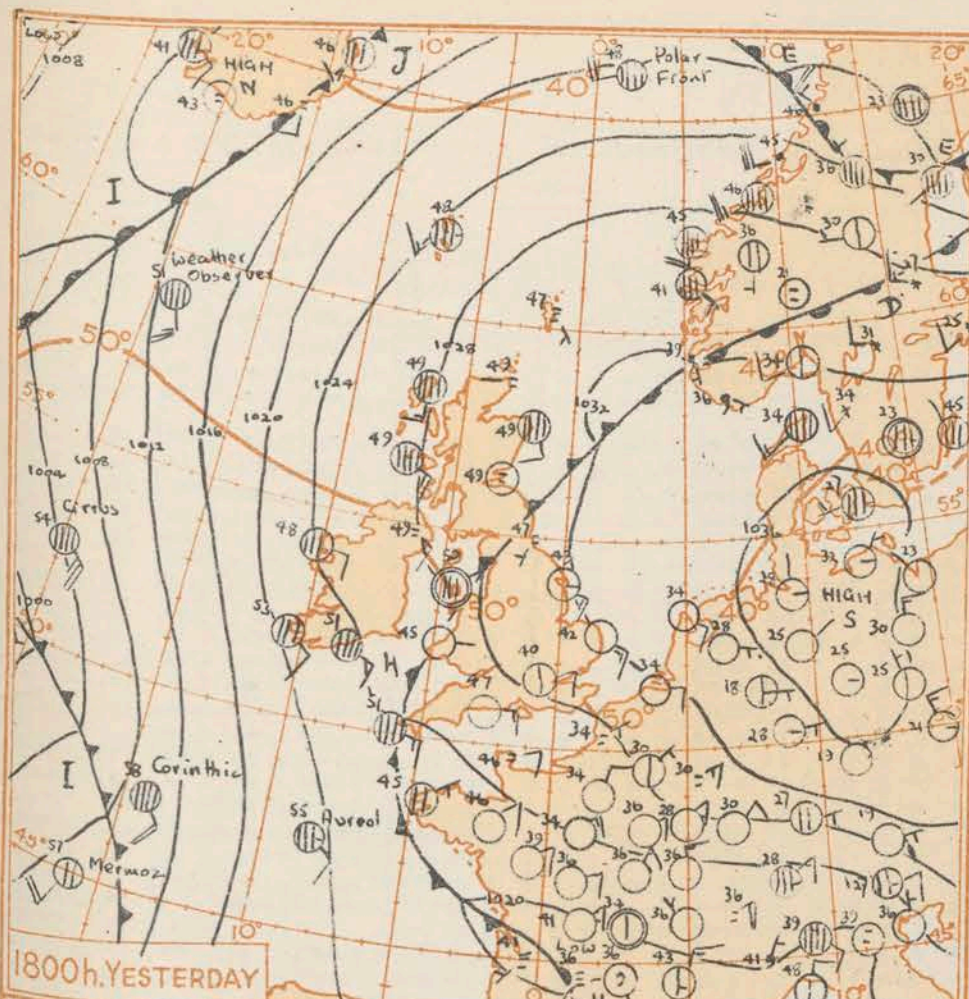
SIR GRAHAM SUTTON, C.B.E., D.Sc., F.R.S., Director General, Meteorological Office, Air Ministry, Kingsway, London, W.C.2.



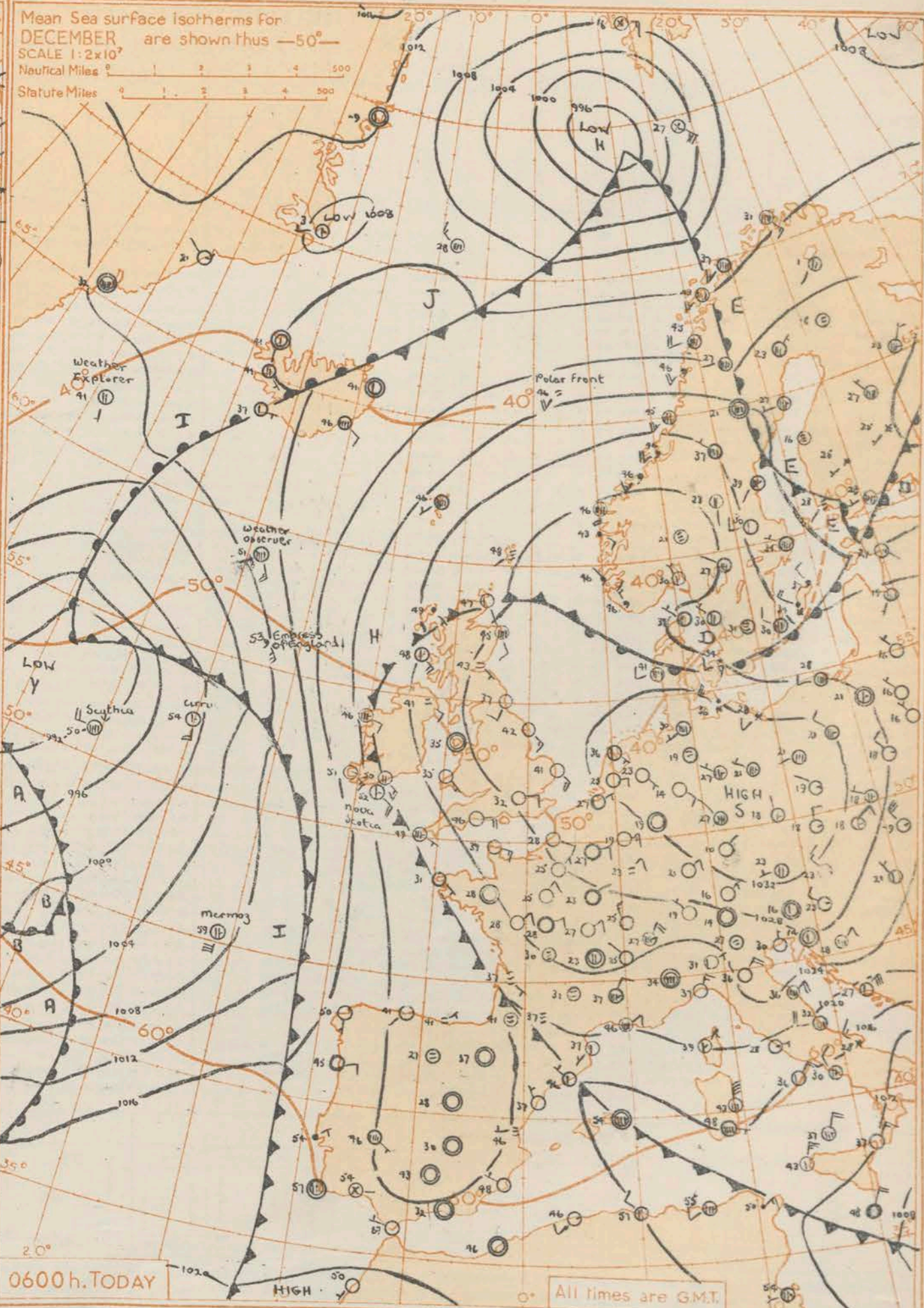
# CHART OF WEATHER IN PART OF NORTHERN HEMISPHERE







Mean Sea surface isotherms for  
DECEMBER are shown thus —50°—  
SCALE 1:2x10<sup>7</sup>  
Nautical Miles 0 1 2 3 4 500  
Statute Miles 0 1 2 3 4 500



#### GENERAL SYNOPTIC DEVELOPMENT

A slow moving anticyclone over north Germany is weakening slightly while a complex depression in mid-Atlantic is deepening.

Issued at midday today Sunday 16 December 1957

FORECAST FOR BRITISH ISLES until noon tomorrow

It will be rather cold generally but sunny by day and most places will have frost at night, moderate in some central and eastern districts.

#### OUTLOOK FOR following 24 hours:

Fine but rather cold with moderate frost at night.



THE DAILY WEATHER REPORT  
OF THE METEOROLOGICAL OFFICE, LONDON

OBSERVATIONS at 00h. G.M.T. 1st December 1957																									OBSERVATIONS at 06h. G.M.T. 1st December 1957																									OBSERVATIONS during NIGHT								
Code FM 11.A	Station	Station Number	Total Cloud	Wind Direction	Wind Speed	Weather	Bar at M.S.L.	Dry Bulb Temp.	Cloud Amount	Cloud Low	Cloud Height	Cloud Medium	Cloud High	Dew Point Temp.	Character C	Change in 3 hours	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Total Cloud	Wind Direction	Wind Speed	Weather	Bar at M.S.L.	Dry Bulb Temp.	Cloud Amount	Cloud Low	Cloud Height	Cloud Medium	Cloud High	Dew Point Temp.	Character C	Change in 3 hours	Amount	Form	Height	Amount	Form	Height	Weather	Temp. 21h to 09h	Min. °F	Min. °C	Rain 21h to 09h, m.m.	State of ground 09h.							
			(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)	(31)	(32)	(33)	(34)	(35)	(36)	(37)	(38)	(39)	(40)	(41)	(42)	(43)	(44)	(45)	(46)	(47)	(48)	(49)	(50)	(51)	(52)	(53)	(54)	(55)	(56)
	Kew	775	0	09	07	27	02	0	293	37	0	0	0	0	30	0	01	0	0	0	0	0	0	0	0	0	0	09	09	57	02	0	290	32	0	0	0	0	25	7	02					32	20	-	1									
	London Airport	772	0	09	07	27	02	0	293	37	0	0	0	0	30	0	01	0	0	0	0	0	0	0	0	0	0	0	09	09	57	02	0	290	32	0	0	0	0	26	6	02					32	26	-	1								
	Tangmere	874	0	06	11	50	02	0	282	36	0	0	0	0	32	6	02	0	0	0	0	0	0	0	0	0	0	0	07	09	58	02	0	276	33	0	0	0	0	29	3	01					32	29	-	1								
	Hurn	862	1	05	10	40	01	1	275	35	1	5	4	0	33	7	05	1	6	12							0	06	06	40	02	0	271	32	0	0	0	0	24	5	01					32	26	-	0									
	Guernsey	894	0	09	14	66	02	0	247	40	0	0	0	0	32	0	01	0	0	0	0	0	0	0	0	0	0	0	10	08	60	02	0	244	38	0	0	0	0	28	5	03					37	34	-	0								
	Felixstowe	697	0	11	14	63	02	0	308	41	0	0	0	0	31	5	02	0	0	0	0	0	0	0	0	0	0	0	11	13	63	02	0	303	39	0	0	0	0	28	5	00					36	31	-	0								
	Gorleston	497	0	13	17	61	02	0	325	41	0	0	0	0	34	1	01	0	0	0	0	0	0	0	0	0	0	0	14	18	62	02	0	314	41	0	0	0	34	7	05					40	36	-	0									
	Mildenhall	578	0	11	08	48	02	0	309	34	0	0	0	0	31	7	02	0	0	0	0	0	0	0	0	0	0	0	12	06	59	02	0	203	32	0	0	0	29	7	01					31	21	-	0									
	Cardington	559	0	05	02	32	02	0	304	30	0	0	0	0	29	5	02	0	0	0	0	0	0	0	0	0	0	0	04	02	37	02	0	298	26	0	0	0	26	7	04					25	18	-	0									
	West Raynham	485	0	10	12	48	02	0	316	33	0	0	0	0	30	8	04	0	0	0	0	0	0	0	0	0	0	0	11	12	59	02	0	306	32	0	0	0	29	6	02					31	27	-	0									
	Wittering	462	0	07	09	32	02	0	312	33	0	0	0	0	31	6	04	0	0	0	0	0	0	0	0	0	0	0	07	03	37	02	0	304	31	0	0	0	29	6	03					29	25	-	0									
	Boscombe Down	746	0	10	09	23	11	0	296	33	0	0	0	0	31	6	02	0	0	0	0	0	0	0	0	0	0	0	10	09	32	02	0	282	34	0	0	0	28	3	02					29	26	-	0									
	Ross-on-Wye	627	0	07	06	40	02	0	291	35	0	0	0	0	29	3	05	0	0	0	0	0	0	0	0	0	0	0	07	03	37	04	0	283	28	0	0	0	28	7	07					25	20	-	0									
	Bristol	628	0	07	06	40	02	0	291	35	0	0	0	0	29	3	05	0	0	0	0	0	0	0	0	0	0	0	07	03	37	04	0	283	28	0	0	0	28	7	07					25	20	-	0									
	Aberporth	502	0	11	09	59	02	0	264	38	0	0	0	0	29	6	07	0	0	0	0	0	0	0	0	0	0	0	13	07	62	02	0	292	35	0	0	0	25	5	00					34	26	-	0									
	Rhoose (Cardiff)	715	0	07	13	32	02	0	277	37	0	0	0	0	24	1	01	0	0	0	0	0	0	0	0	0	0	0	06	13	38	10	1	271	33	0	0	0	32	5	01					33	28	-	0									
	Plymouth	827	0	09	14	40	02	0	244	45	0	0	0	0	42	7	06	0	0	0	0	0	0	0	0	0	0	0	07	13	59	02	0	226	43	0	0	0	41	7	06					42	39	-	0									
	Chivenor	707	4	11	11	28	03	0	264	39	4	6	4	0	35	2	03	4	7	10							0	12	14	28	02	1	247	39	0	0	0	36	7	05					39	33	-	0										
	St. Mawgan	817	4	10	16	56	03	1	238	43	4	0	9	3	42	7	06	4	3	60							1	12	12	58	03	0	231	43	0	0	0	2	40	2	05	1	0	70			42	59	-	0								
	Culdrose	809	8	09	22	59	01	2	235	48	7	5	5	1	44	6	06	7	6	20							0	11	15	62	02	0	227	45	0	0	0	42	3	01					45	44	-	0										
	Scilly	804	6	13	13	61	01	2	219	50	6	5	5	0	46	6	05	6	6	28							7	13	06	61	03	2	212	49	7	5	4	1	04	7	6	18			47		-	0										
	Elmton	534	1	09	06	56	10	0	301	33	1	0	9	4	32	6	04	1	3	60							0	00	00	32	10	0	295	27	0	0	0	27	6	01					26	18	-	0										
	Shawbury	414	0	09	05	19	10	0	300	34	0	0	0	0	32	0	00										0	10	05	17	10	1	292	31	0	0	0	29	7	04					25	24	-	0										
	Manchester	334	0	11	07	58	02	0	307	37	0	0	0	0	28	1	03										0	10	03	57	02	0	293	33	0	0	0	29	5	03					33	25	-	0										
	Squires Gate	318	3	03	05	21	10	1	296	35	3	0	9	3	37	7	05	3	3	64							0	11	08	27	10	0	284	32	0	0	0	39	7	10					31	25	-	0										
	Valley	302	1	00	00	48	02	0	266	42	1	5	6	0	34	7	06	1	6	30							0	00	00	48	02	0	248	26	0	0	0	27	7	07					32	24	-	0										
	Ronaldsway	204	2	12	21	39	04	1	282	45	2	5	5	0	37	6	04	2	6	20							1	11	21	48	04	0	267	43	1	5	5	0	37	7	08					42	30	-	0									
	Silloth	214	2	08	07	56	01	1	292	41	4	0	9	3	37	6	07	4	3	60							0	08	09	59	02	0	282	35	0	0	0	28	6	05					32	28	-	0										
	Watnall	354	0	07	08	57	02	0	312	33	0	0	0	0	31	7	05										0	06	05	58	02	0	304	39	0	0	0	29	6	08					28	16	-	0										
	Spurn Head	396	1	14	15	60	02	0	314	43	1	5	5	0	41	6	01	1	6	20							0	14	15	60	02	0	308	42	0	0	0	40	7	03					41		-	0										
	Lindholme	362	0	10	02	37	02	0	321	30	0	0	0	0	30	5	03										0	00	00	40	02	0	309	31	0	0	0	39	7	05					27	19	-	0										
	Dishforth	261	1	12	06	21	02	1	318	34	1	5	7	0	34	8	04	1	6	50							0	19	05	17	10	0	308	32	0	0	0	31	6	04					30	25	-	0										
	Tynemouth	262	2	10	10	58	01	1	317	41	2	0	9	7	36	4	00	2	3	58							0	20	09	61	02	0	308	37	0	0	0	32	7	07					36	30	-	0										
	Eskdalemuir	162	0	00	00	00	00	0	0	0	0	0	0	0	0	0	0	0	0	0							1	00	00	74	02	0	288	32	1	5	6	0	28	7	10	1	6	40			28	23	-	0								
	Mull of Galloway	131	4	18	22	66	01	1	266	46	4	5	5	3	44	7	19	4	6	20							0	23	27	70	00	0	251	43	0	0	0	37	7	05					41		-	0										
	Prestwick	135	6	13	08	56	04	2	286	50	6	5	5	1	46	7	07	2	7	11	6	6	26			0	00	00	62	02	1	271	43	0	0	0	35	7	08					38	33	-	0											
	Renfrew	141	7	15	05	37	04	5	209	50	7	5	5	1	49	7	06	7	6	25							0	09	06	64	01	2	275	40	0	0	0	39	7	08					38	30	-	0										
	Leuchars	171	7	19	07	53	10	2	298	49	7	5	5	1	46																																											

### 00h. Ships Reports

Code FM 21.A	Ship	LAT.	LONG.	Total Cloud	Wind		Weather		Becas M.S.L.	Dry Bulb Temp.	Cloud					Course		Bar	Temp.	Waves						
					Direction	Speed	Visibility	Present			Past	Amount	Low	Height	Medium	High	Direction			Speed	Character & Change in 3 hours	Sea	Dew Point	Direction	Period	Height
LalaLa	LoLoLo	N	dd	ff	VV	ww	W	PPP	TT	Nh	CL	n	CM	CH	Ds	Vs	a	pp	TsTs	TdTd	dwdw	Pw	Hw			
WEATHER OBSERVER	591	186	8	15	22	38	02	2	111	51	4	5	5	-	-	4	1	17	00	44	16	3	7			
CIRIUS	525	201	6	14	22	60	25	2	996	54	5	9	4	6	0	3	1	8	32	00	52	14	4	8		
MERMOZ	450	158	1	18	20	70	01	0	103	52	1	4	5	0	0	0	0	2	03	51	50	20	4	6		
POLAR FRONT	660	020E	8	25	23	97	10	2	136	46	8	6	3	-	-	0	0	4	00	04	43	26	3	3		
WEATHER EXPLORER	619	340	6	19	14	98	03	8	058	40	6	8	5	-	-	0	0	8	09	00	46	09	3	6		
U.S. SHIP "C"	526	355	8	09	24	58	61	6	933	47	8	0	4	2	-	0	0	8	09	00	46	09	3	6		
U.S. SHIP "D"	440	410	8	03	23	69	02	6	634	53	8	1	5	-	-	0	0	1	22	56	38	27	5	6		
EMPRESS OF ENGLAND	543	210	8	13	20	99	01	2	036	53	1	2	4	3	-	2	7	3	05	-	-	-	-	-		
NOVA SCOTIA	514	108	6	13	25	99	01	2	108	54	6	1	5	0	0	2	5	2	04	52	53	13	3	5		
SURFOL	487	016	8	13	08	97	02	2	202	56	8	6	6	0	0	9	5	2	03	51	54	13	2	2		

## 06h. Ships Reports

Ship	LAT.	LONG.	Total Cloud	Wind		Weather		Bar at M.S.L.	Dry Bulb Temp.	Cloud				Course		Bar	Temp.	Waves								
				Direction	Speed	Visibility	Present			Past	Amount	Low	Height	Medium	High			Direction	Speed	Character	Change in 3 hours	Sea	Dew Point	Direction	Period	Height
	Latals	LoLoLo	N	dd	#	VV	vvw	W	PPP	TT	Nh	CL	h	CM	CH	De	Vs	*	pp	TsTs	TdTd	dwdw	Per	Hw		
WEATHER OBSERVER	540	187	8	15	27	98	02	2	081	51	8	5	5	-	-	5	1	7	15	01	49	16	3	7		
CIRRUS	524	200	3	17	21	65	02	2	068	54	3	9	4	0	0	3	1	3	06	04	50	15	5	7		
MEERMOZ	453	158	5	18	28	70	25	1	078	59	5	2	5	0	0	0	0	6	11	01	54	19	3	6		
POLAR FRONT	660	020E	8	24	22	91	10	2	104	46	8	6	3	-	-	0	0	7	10	02	43	26	3	5		
WEATHER EXPLORER	619	339	4	17	03	98	03	0	074	41	2	5	5	5	0	0	0	2	07	52	36	20	4	8		
U. S. SHIP "C"	528	355	8	07	32	65	21	6	064	48	8	0	9	7	-	0	0	3	23	01	41	08	4	8		
U. S. SHIP "D"	440	410	7	34	30	69	02	2	084	51	7	1	5	0	0	0	0	2	25	60	38	28	5	6		
EMPRESS OF ENGLAND	362	172	8	13	25	98	50	2	062	53	8	-	0	-	-	2	7	3	05	00	51	-	-	-		
NOVA SCOTIA	514	087	3	13	18	98	02	2	108	52	3	-	6	-	-	3	5	4	00	52	54	49	4	4		
SCYTHIA	509	252	8	27	18	48	25	8	024	50	8	7	5	-	-	6	5	7	25	55	43	2	4	4		

Information not usually received.

\* Information not usually received.

RATES of SUBSCRIPTION : Single copy 2½d. or post free 4d. One calendar month 9/-; One quarter 24/-; One year 95/-. For special arrangements for supply to schools and colleges, see Form 2452.

H.M.S.O. Press, M.O. Dunstable.



THE DAILY WEATHER REPORT  
OF THE METEOROLOGICAL OFFICE, LONDON

Date of Issue. Mon. 2nd December 1957

No. 35074

OBSERVATIONS at 12h. G.M.T. 1st December 1957

OBSERVATIONS at 18h. G.M.T. 1st December 1957

OBSERVATIONS during DAY

[illegible]

## 12h. Ships Reports

### 18h. Ships Reports

Code F.M. 21.A		12h. Ships Reports																				18h. Ships Reports																											
Ship	LAT.	LONG.	Total Cloud	Wind		Weather		Bar at M.S.L.	Dry Bulb Temp.	Cloud				Course		Bar	Temp.	Waves		Ship	LAT.	LONG.	Total Cloud	Wind		Weather		Bar at M.S.L.	Dry Bulb Temp.	Cloud				Course		Bar	Temp.	Waves											
				Direction	Speed	Visibility	Present			Past	Amount	Low	Height	Medium	High			Direction	Speed					Character c	Change in 3 hours	Sea	Dew Point			Direction	Period	Height	Direction	Speed	Visibility			Present	Past	Amount	Low	Height	Medium	High	Direction	Speed	Character c	Change in 3 hours	Sea
	Lalaka	LoLoLo	N	dd	ff	VV	ww	W	PPP	TT	Nh	CL	h	CM	CH	Ds	Vs	a	pp	TsTs	TdTd	dwdw	Pw	Hw		Lalaka	LoLoLo	N	dd	ff	VV	ww	W	PPP	TT	Nh	CL	h	CM	CH	Ds	Vs	a	pp	TsTs	TdTd	dwdw	Pw	Hw
CIRRUS	524	200	5	15	25	65	25	2	764	55	3	0	4	6	2	3	1	6	31	01	50	18	5	7	WEATHER OBSERVER.	590	180	7	15	25	55	02	6	03	55	24	6	4	-	4	1	2	03	02	45	15	3	5	
POSS FRONT	590	180	8	14	30	67	21	6	052	51	6	6	4	-	-	4	1	7	12	06	43	15	3	8	CIRRUS	525	200	8	18	16	70	02	6	03	54	1	2	4	2	-	1	1	2	29	50	46	18	4	5
MERMAL	660	020E	8	25	15	70	02	2	181	46	8	4	6	-	-	0	0	5	01	01	45	26	3	3	MERMAL	450	160	6	17	27	70	02	2	06	66	4	5	5	4	0	0	0	7	03	01	56	18	2	5
WEATHER EXPLORER	454	158	6	18	21	70	01	8	685	59	0	0	0	0	1	0	0	0	02	01	55	18	3	7	POSS FRONT	660	020E	8	25	12	97	10	2	191	46	5	6	2	-	0	0	3	10	01	42	26	2	2	
U.S. SHIP "L"	620	339	8	03	11	59	05	1	077	40	8	5	6	-	-	0	0	8	03	53	31	49	-	3	WEATHER EXPLORER	620	340	8	01	21	39	02	2	045	41	8	5	5	-	0	0	6	17	51	38	36	4	4	
U.S. SHIP "D"	528	355	6	36	25	60	50	1	026	45	4	2	5	0	1	0	0	2	05	52	42	09	4	7	U.S. SHIP "L"	528	355	6	34	22	69	01	5	061	43	6	4	5	0	0	0	5	10	54	34	34	2	6	
COCA CARTA	440	410	6	34	15	68	02	2	134	50	6	1	6	0	0	0	0	2	32	60	36	30	5	6	U.S. SHIP "D"	440	410	8	34	08	69	02	2	134	52	2	1	6	0	7	0	0	7	03	57	41	0	5	5
SCYTHIA	420	246	5	24	30	57	63	6	057	42	6	7	4	2	-	5	5	6	20	53	60	22	4	3	MORMAL PENN	587	137	7	14	30	97	02	2	42	54	6	5	5	-	2	5	2	25	04	52	4	5	7	
AMERICAN PEVER.	508	276	7	25	20	58	51	8	918	45	7	4	-	-	-	6	5	112	56	41	-	-	-	ESSO CAMBRIDGE.	484	054	6	16	10	58	02	1	22	45	6	3	5	0	0	5	2	06	60	32	2	3	4		
	406	212	7	23	10	58	02	1	014	55	5	4	4	1	-	2	5	330	52	46	13	3	2	ICUYAN	447	086	7	16	05	58	03	0	181	57	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
All times of observation.																																																	

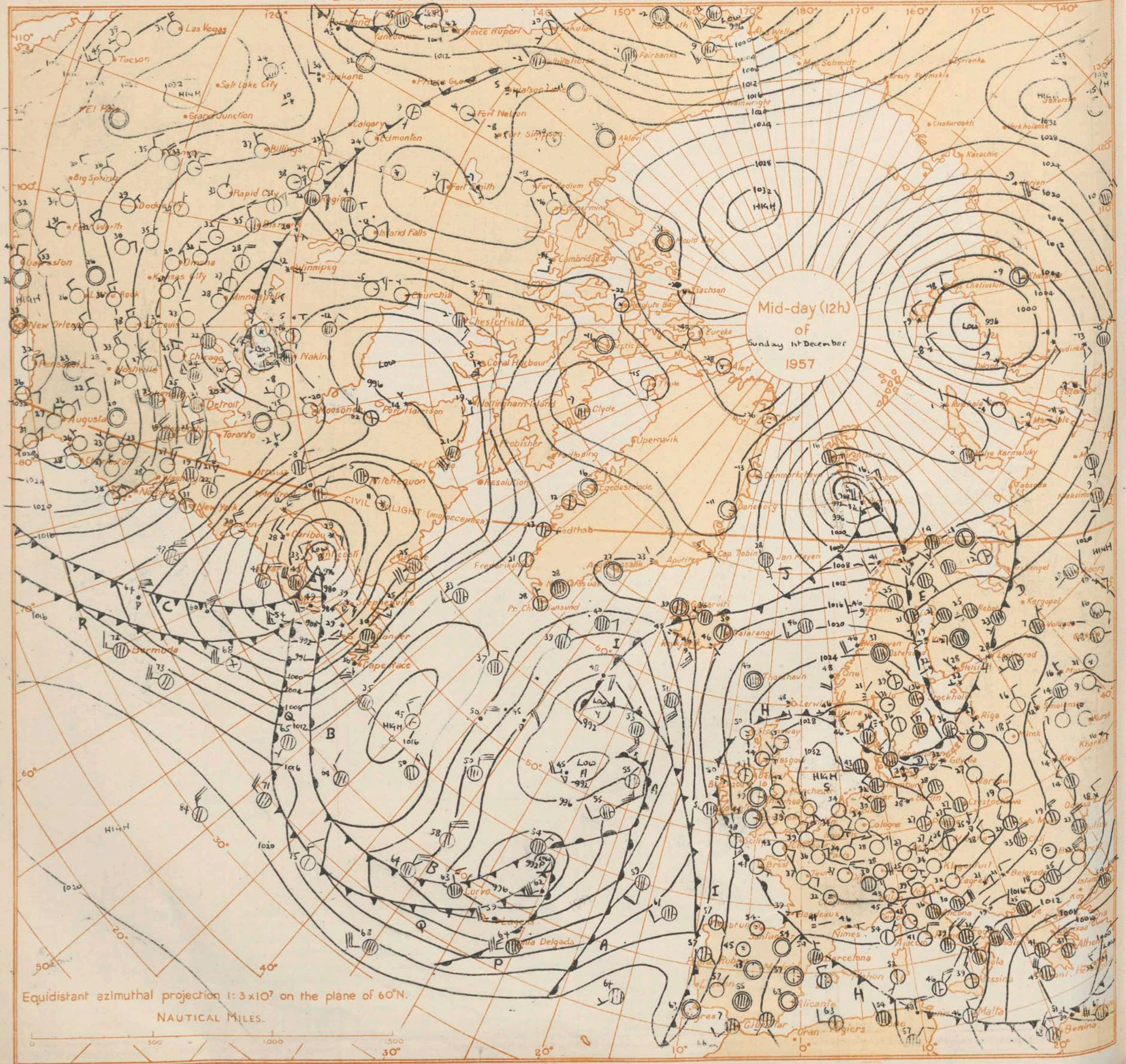
All times of observation printed in this publication are GREENWICH MEAN TIME.

\* Information not usually received.

SIR GRAHAM SUTTON, C.B.E., D.Sc., F.R.S., Director General, Meteorological Office, Air Ministry, Kingsway, London, W.C.2

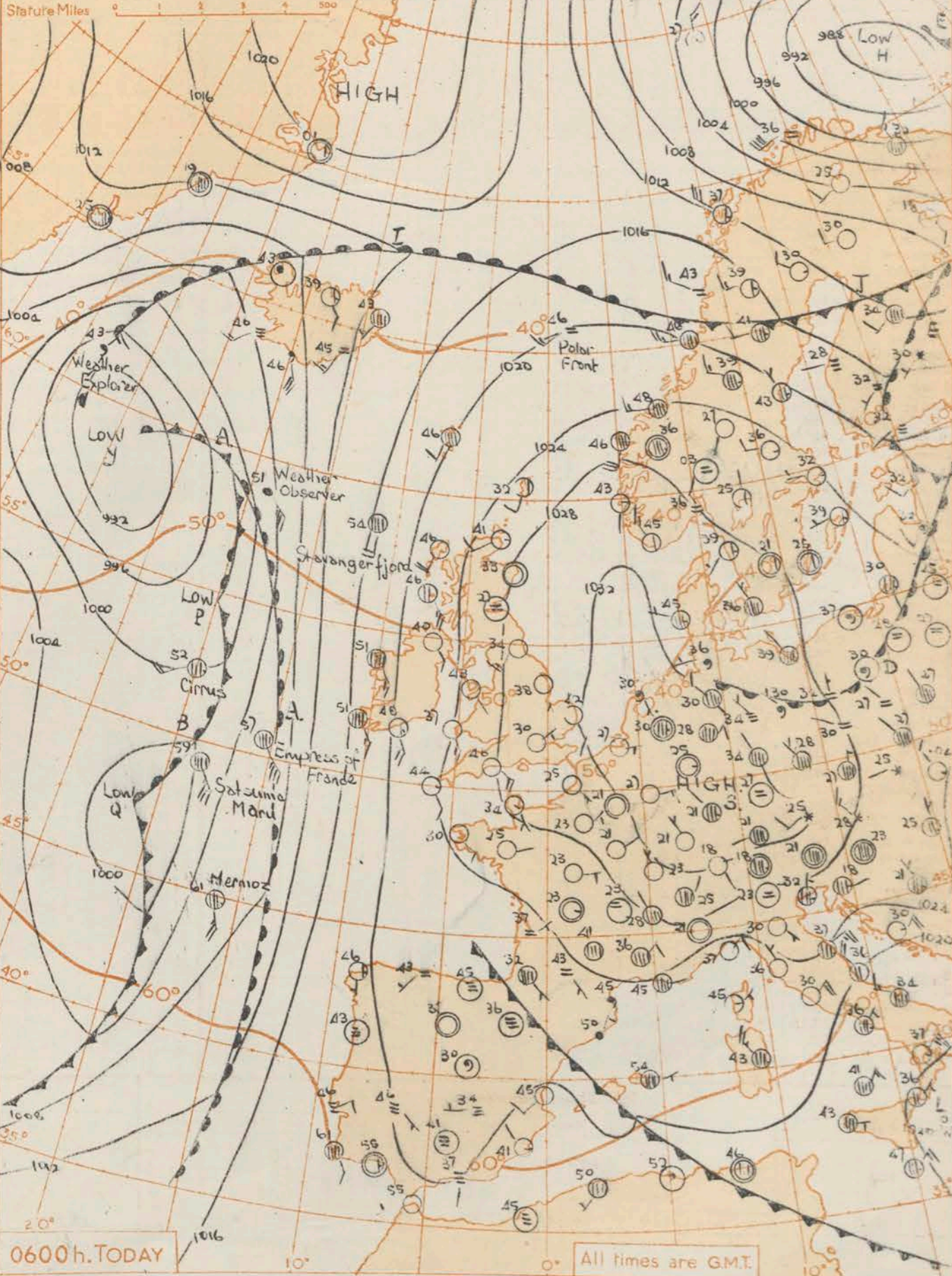


# CHART OF WEATHER IN PART OF NORTHERN HEMISPHERE



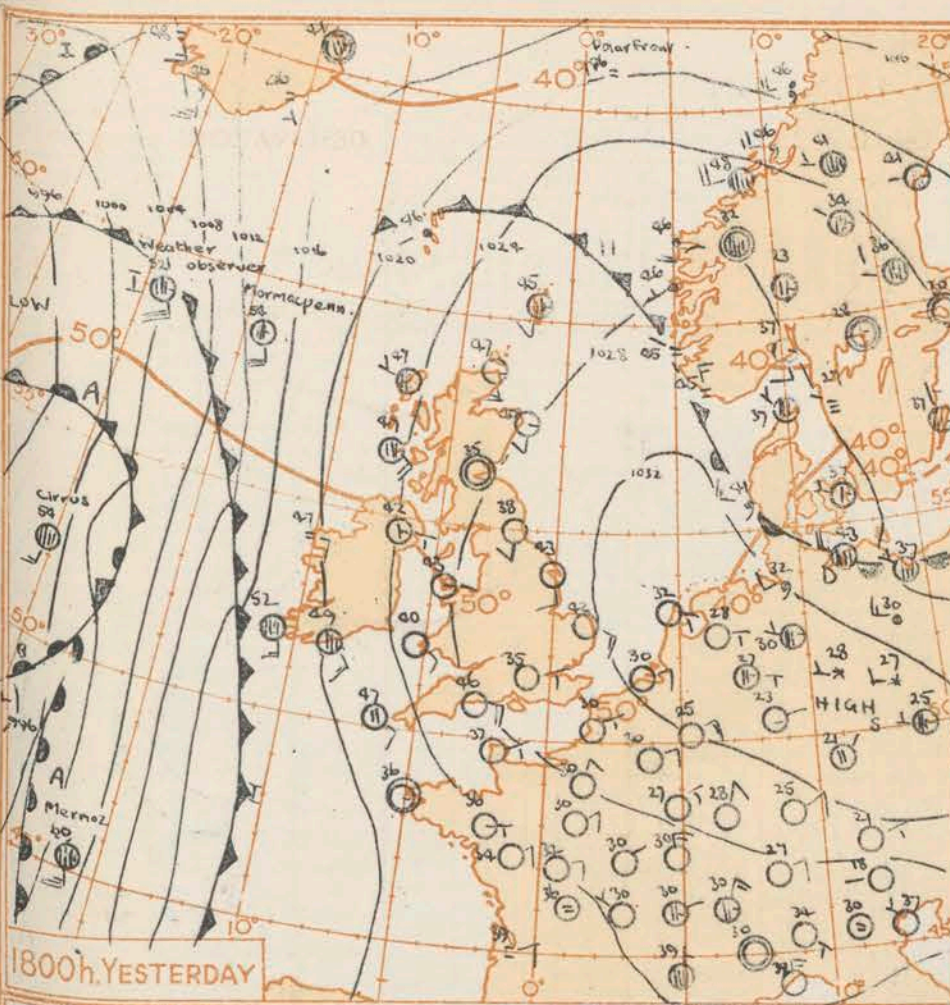


Mean Sea surface isotherms for  
DECEMBER are shown thus —50°—  
SCALE 1:2x10<sup>7</sup>  
Nautical Miles 0 1 2 3 4 500  
Statute Miles 0 1 2 3 4 500

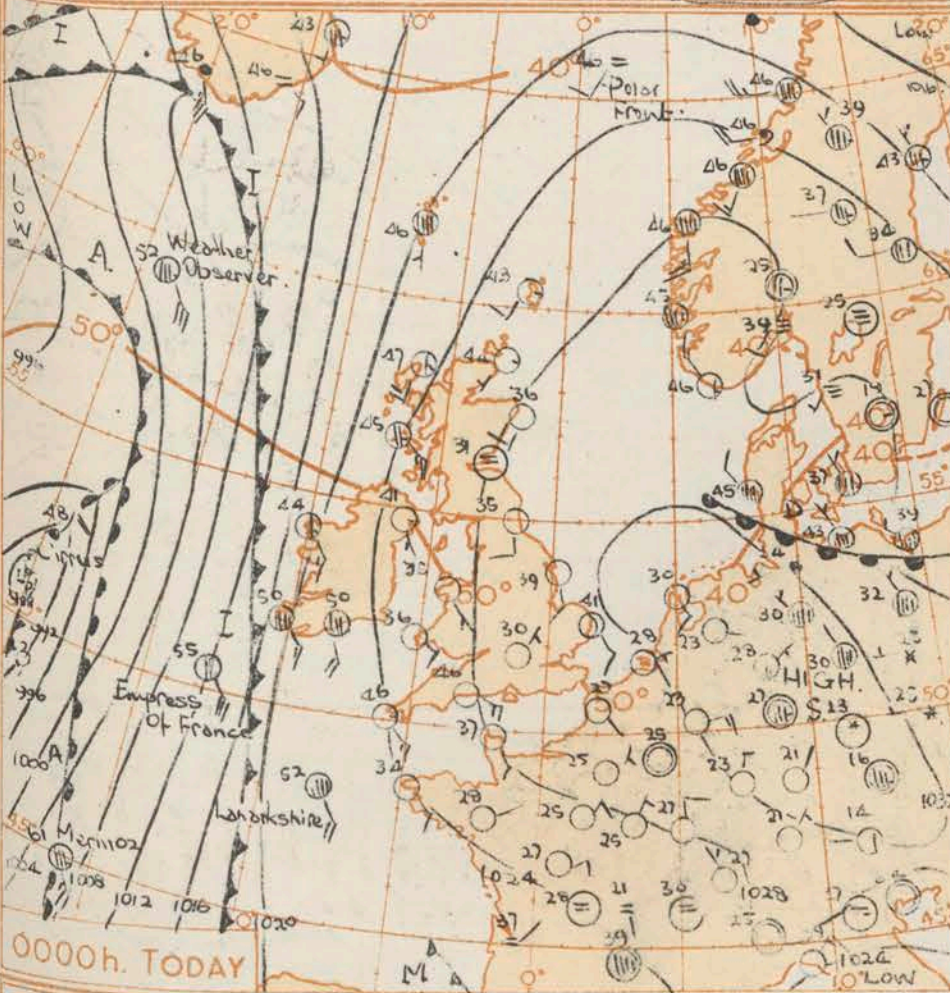


0600h. TODAY

All times are GMT.



1800h. YESTERDAY



0000h. TODAY

# GENERAL SYNOPSIS DEVELOPMENT

A slow moving anticyclone over Germany and the Low Countries is expected to persist. Depression near Iceland and off west Portugal will be slow moving but a depression may break away eastwards from Iceland.

Issued at midday today Monday 2nd December, 1957

## FORECAST FOR BRITISH ISLES until noon tomorrow

Continuing bright and cold with frost night and morning. Frost will be severe in many central areas. Some industrial mist and fog will occur especially in the morning.

## OUTLOOK FOR following 24 hours:-

Steadily bright and cold with frost night and morning and some industrial mist and fog.



CO
WEAT
CIRR
POLA
MEAR
WEAT
U.S.
U.S.
AMEA
NOY
NOA
AI

\* Information not usually received.



THE DAILY WEATHER REPORT  
OF THE METEOROLOGICAL OFFICE, LONDON

Date of Issue: Tuesday 3rd December 1957

[illegible]

12h. Ships Reports																											18h. Ships Reports																										
Code F.M.21.A		Ship	LAT.	LONG.	Total Cloud	Wind		Weather		Bar at M.S.L.	Dry Bulb Temp.	Cloud				Course		Bar	Temp.	Waves																																	
LAT.	LONG.					Direction	Speed	Visibility	Present			Past	Amount	Low	Height	Medium	High			Direction	Speed	Character	Change in 3 hours	Sea	Down Point	Direction	Period	Height																									
																													N	dd	H	VV	ww	W	PPP	TT	Nh	CL	h	CM	CH	Ds	Vs	a	pp	TsTs	TdTs	dwdw	Pw	Hw			
LstLst	LoLoLo	N	dd	H	VV	ww	W	PPP	TT	Nh	CL	h	CM	CH	Ds	Vs	a	pp	TsTs	TdTs	dwdw	Pw	Hw																														
WEATHER OBSERVER																											WEATHER OBSERVER																										
CIRRUS																											CIRRUS																										
POLAR FRONT																											POLAR FRONT																										
MERMOZ																											MERMOZ																										
WEATHER OBSERVER																											WEATHER OBSERVER																										
U.S. SHIP "C"																											U.S. SHIP "C"																										
U.S. SHIP "D"																											U.S. SHIP "D"																										
AMERICAN HARVEST																											DESFADO																										
KOYAN																											EMPRESS OF FRANCE																										
DARSET																											TWEACONUS																										
All times																																																					

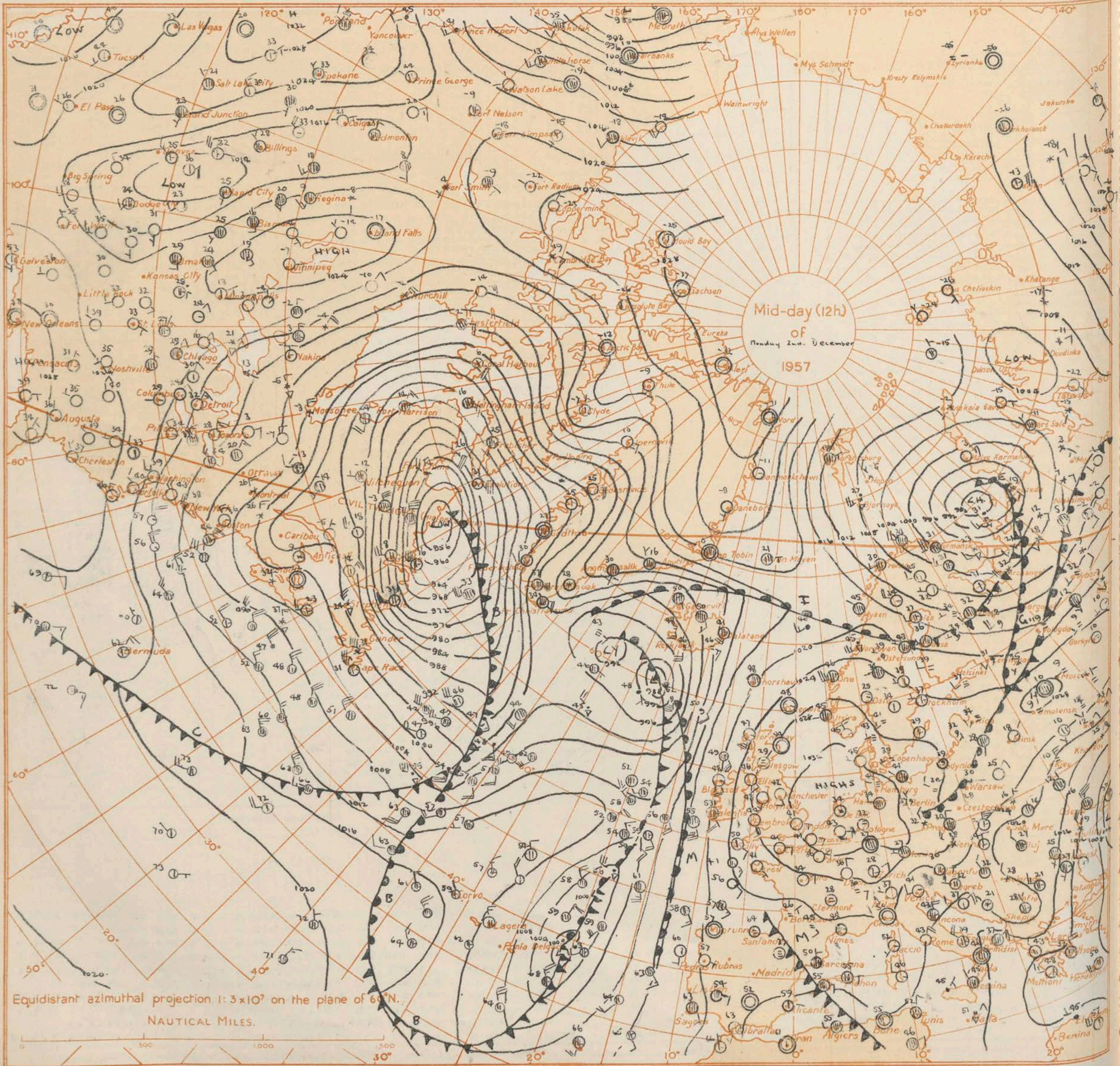
All times of observation printed in this publication are GREENWICH MEAN TIME.

\* Information not usually received.

SIR GRAHAM SUTTON, C.B.E., D.Sc., F.R.S., Director General, Meteorological Office, Air Ministry, Kingsway, London, W.C.2.



# CHART OF WEATHER IN PART OF NORTHERN HEMISPHERE













Date of Issue.....Wednesday 4th December.....1957

OBSERVATIONS during DAY

### 18h. Ships Reports

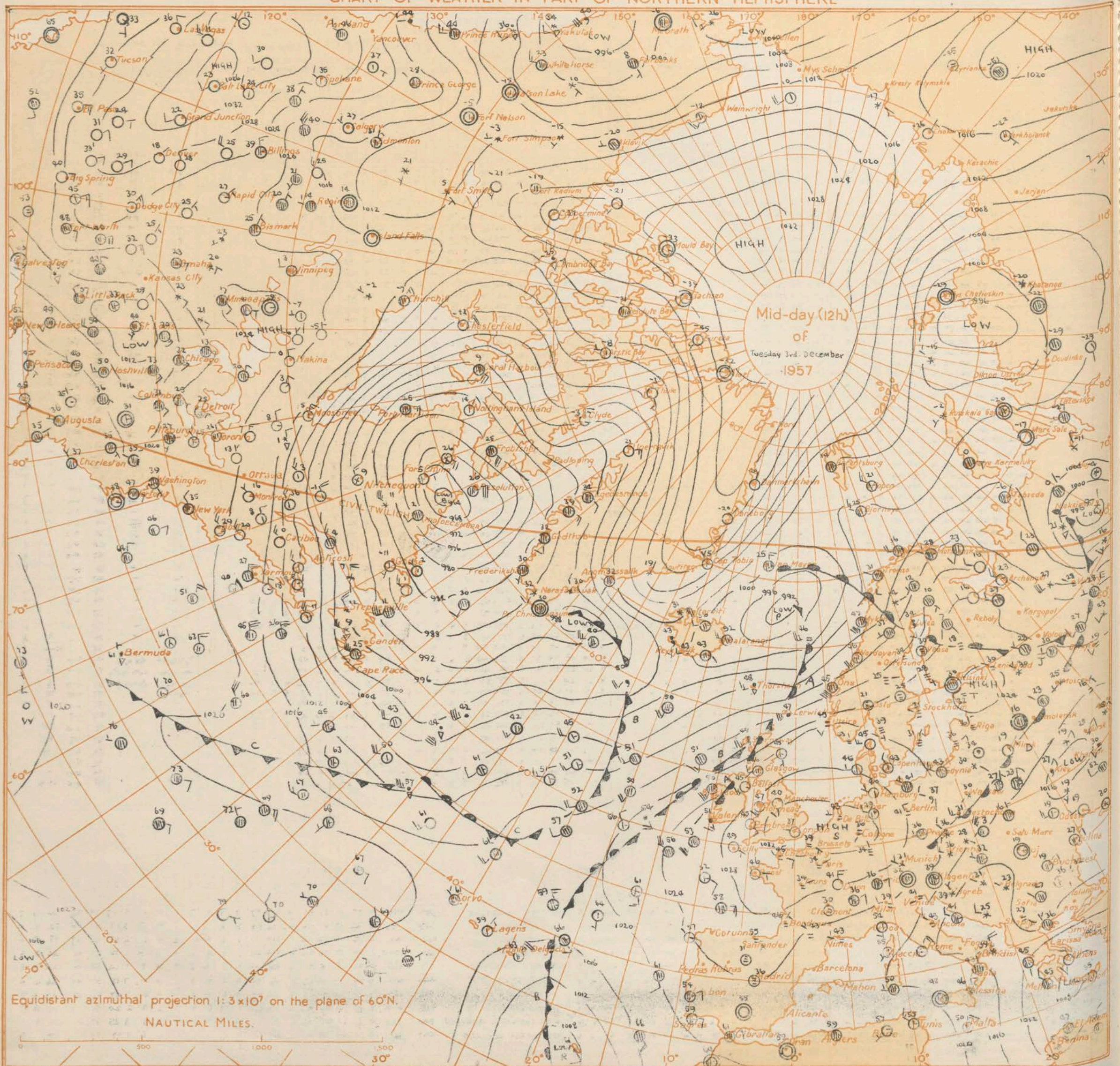
Code F.M.21.A		12h. Ships Reports																									
Ship	LAT.	LONG.	Total Cloud	Wind			Weather			Bar at M.S.L.	Dry Bulb Temp.	Cloud					Course		Bar		Temp.		Waves				
				Direction	Speed	Visibility	Present	Past	Amount			Low	Height	Medium	High	Direction	Speed	Character <sup>c</sup> Change in 3 hours	Sea	Dew Point	Direction	Period	Height				
																								N	dd	ff	VV
WEATHER OBSERVER	58.9	130	7	21	20	38	02	8	66.9	50	5	2	5	7	-	5	1	2	08	51	42	22	3	8			
CIRQUE	52.4	201	6	22	20	75	02	2	151	54	2	8	5	7	-	5	1	2	07	51	45	24	5	5			
MEARZ	45.2	163	3	15	14	70	03	1	215	61	2	2	5	4	0	0	1	08	02	57	18	5	7				
POLAR FRONT	66.0	020E	8	24	27	97	10	6	981	46	8	6	0	-	-	0	0	7	34	01	43	49	-	3			
WEATHER EXPLORER	61.6	241	7	23	24	97	20	5	904	40	2	7	4	-	-	1	0	3	20	53	35	24	4	5			
U.S. SHIP 'B'	56.5	510	8	16	12	65	02	2	956	30	6	5	4	-	7	0	2	7	14	56	16	19	4	8			
U.S. SHIP 'C'	52.8	355	7	20	7	69	02	1	518	42	6	2	4	3	-	0	0	2	24	56	31	25	3	6			
U.S. SHIP 'D'	44.0	410	8	25	34	69	20	8	108	57	8	5	4	-	-	0	0	3	08	53	53	74	3	0			
RATHLIN HEAD	50.8	250	3	25	14	92	03	0	113	51	3	1	6	0	0	6	5	1	10	54	42	25	x	2			
THELICONUS	42.7	180	2	16	04	58	03	1	200	64	2	4	4	0	0	5	4	4	03	43	59	30	3	4			
ALL																											

18h. Ships Reports																													
Ship	LAT.	LONG.	Total Cloud	Wind			Weather		Bar at M.S.L.	Dry Bulb Temp.	Cloud					Course		Bar		Temp.		Waves							
				Direction	Speed	Visibility	Present	Past			Amount	Low	Height	Medium	High	Direction	Speed	Character	Change in 3 hours	Sea	Dew Point	Direction	Period	Height					
Labels	LoLoLo	N	dd	#	VV	ww	W	PPP	TT	Nh	CL	h	CM	CH	Ds	Vs	z	pp	TsTs	TdTd	dwdw	Pw	Hs						
WEATHER OBSERVER	589	191	7	23	21	97	61	6	045	47	3	7	4	7	-	0	0	5	07	59	63	21	3	8					
CIRRUS	525	199	8	23	19	65	02	6	174	54	8	8	3	-	0	0	3	13	51	48	22	5	4						
MERMOL	452	163	6	16	16	70	03	1	220	59	1	6	4	2	0	0	2	05	50	57	17	4	5						
POLAR FRONT	660	220	8	26	35	97	60	6	956	46	5	7	3	2	-	0	0	2	16	51	41	24	4	5					
WEATHER EXPLORER	617	338	4	21	16	38	15	8	951	40	4	3	6	3	0	1	1	14	52	34	22	3	0						
U.S. SHIP "D"	440	410	6	18	10	69	03	1	116	59	6	0	9	3	0	0	0	7	12	51	44	26	6	0					
U.S. SHIP "C"	528	365	8	16	20	69	02	2	018	45	2	1	4	2	-	0	0	7	07	52	38	23	8	7					
BIRMINGHAM CITY	525	451	2	26	13	98	03	0	179	51	1	9	6	6	0	2	0	2	20	51	45	19	0	3					
MANCHESTER MARINER	540	220	6	23	13	97	02	2	147	52	4	8	4	4	-	6	5	3	25	55	41	22	4	3					
AMERICAN ANGLER	497	213	4	25	10	99	01	1	203	54	4	5	4	1	-	6	5	1	17	00	47	49							

SIR GRAHAM SUTTON, C.B.E., D.Sc., F.R.S., Director General, Meteorological Office, Air Ministry, Kingsway, London, W.C.2.

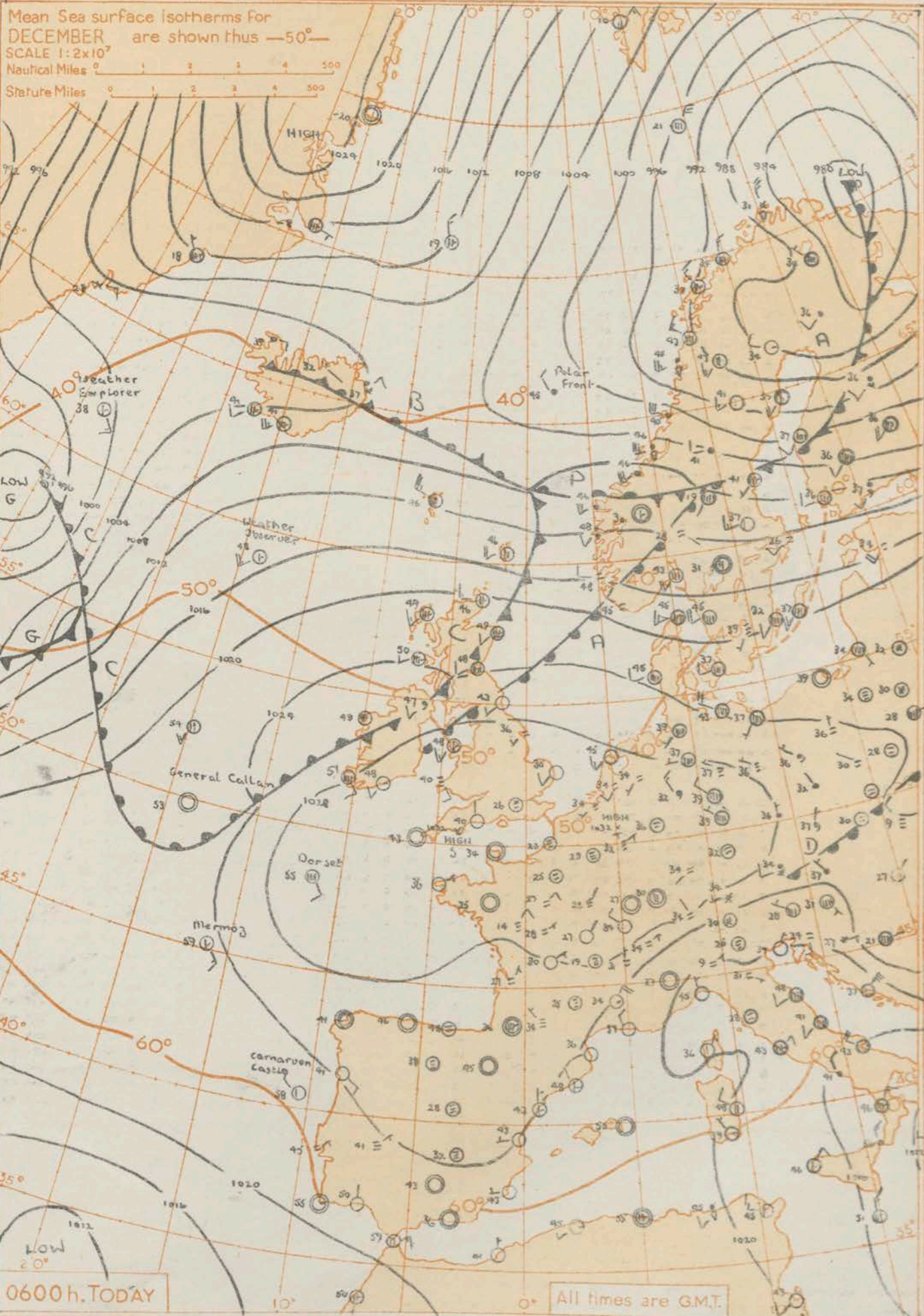


# CHART OF WEATHER IN PART OF NORTHERN HEMISPHERE



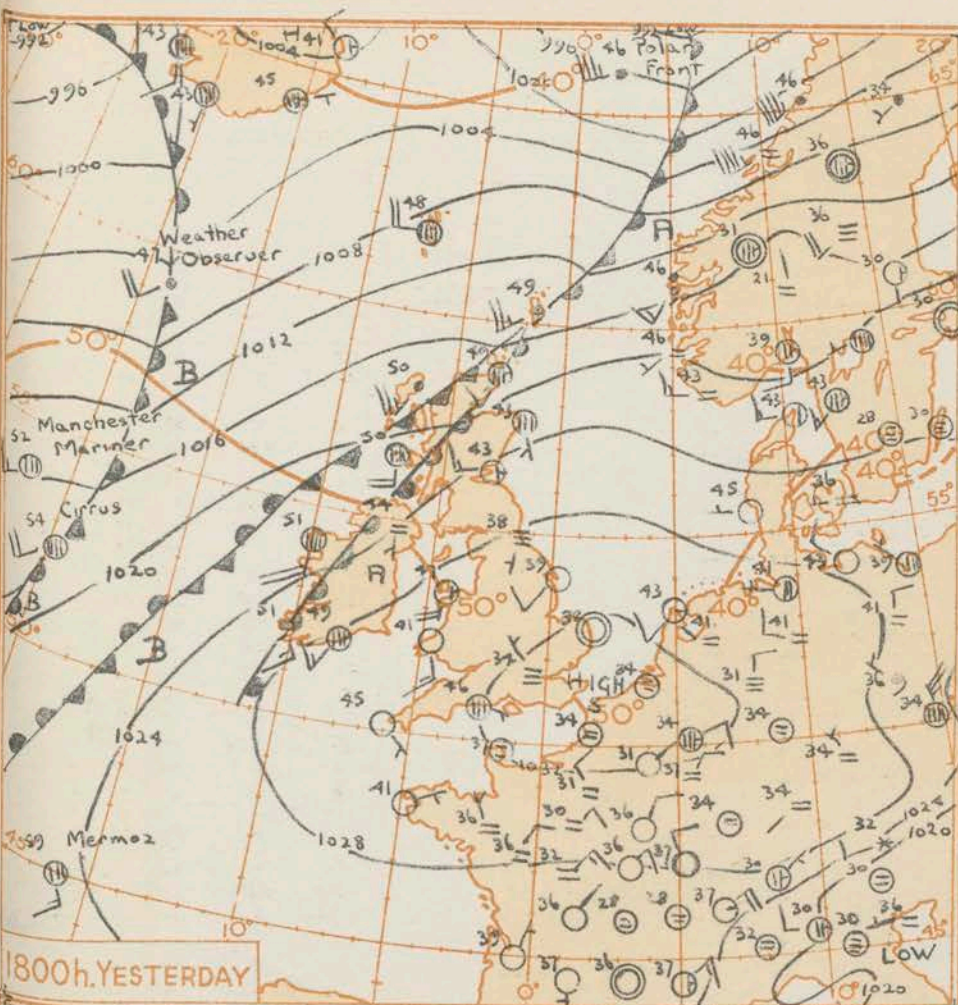


Mean Sea surface isotherms for  
DECEMBER are shown thus —50°—  
SCALE 1:2x10<sup>7</sup>  
Nautical Miles 0 1 2 3 4 500  
Statute Miles 0 1 2 3 4 500

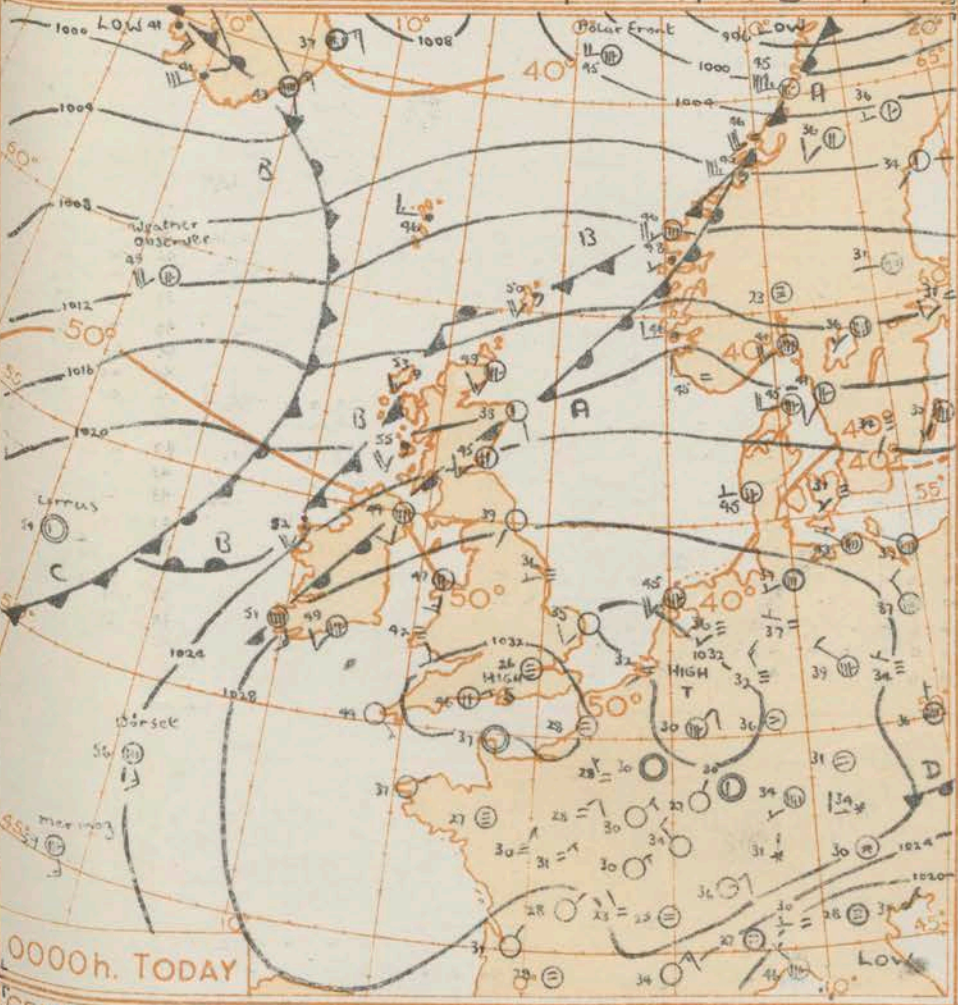


0600h. TODAY

All times are GMT.



1800h. YESTERDAY



0000h. TODAY

### GENERAL SYNOPSIS DEVELOPMENT

The anticyclone centred yesterday over the southern North Sea continues to decline slowly and drift southwest. Depressions in the Labrador area have moved east and are expected to continue east with some tilting. Pressure continues low over the Mediterranean area and west to the Canaries but to the north, high pressure is extending westwards from the anticyclone over southern England.

Issued at midday today Wednesday 4<sup>th</sup> December 1957

### FORECAST FOR BRITISH ISLES until noon tomorrow

Much of England and Wales will be rather cold with sunny periods today, but fog in the London area, and part of the Midlands, south Wales and northeast England may persist in patches becoming widespread again tonight, and dense in places with widespread frost. The northern half of England and Wales will probably be cloudy, milder and drizzly with less fog tomorrow. Scotland and Northern Ireland will be mainly cloudy and mild with drizzle or rain chiefly in west Scotland.

### OUTLOOK FOR the following 24 hours.

Perhaps foggy again in some southern districts, particularly London and Bristol areas. Elsewhere rather mild and cloudy with occasional drizzle or rain mainly in the north-west.



# THE DAILY WEATHER REPORT OF THE METEOROLOGICAL OFFICE, LONDON

OBSERVATIONS at 00h. G.M.T. 4th December 1957																									OBSERVATIONS at 06h. G.M.T. 4th December 1957																									OBSERVATIONS during NIGHT																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
Code FM 11.A	Station	Station Number	Total Cloud	Direction	Speed	Visibility	Present	Past	Bar at M.S.L.	Dry Bulb Temp.	Amount	Low	Height	Medium	High	Dew Point Temp.	Character	Change in 3 hours	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Weather	Temp. 21h. to 09h.	Temp. 03h. to 09h.	Temp. 09h. to 21h.	State of ground																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
			(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)	(31)	(32)	(33)	(34)	(35)	(36)	(37)	(38)	(39)	(40)	(41)	(42)	(43)	(44)	(45)	(46)	(47)	(48)	(49)	(50)	(51)	(52)	(53)	(54)	(55)	(56)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
	Kew	775	9	00	00	00	00	00	32.3	20	9	-	0	-	-	25	3	02	9	00	00	00	00	00	00	00	00	9	27	02	00	45	4	319	23	9	-	0	-	-	28	5	05	9	-	02																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			



THE DAILY WEATHER REPORT  
OF THE METEOROLOGICAL OFFICE, LONDON

Date of Issue Thursday 5<sup>th</sup> December 1957

[illegible]

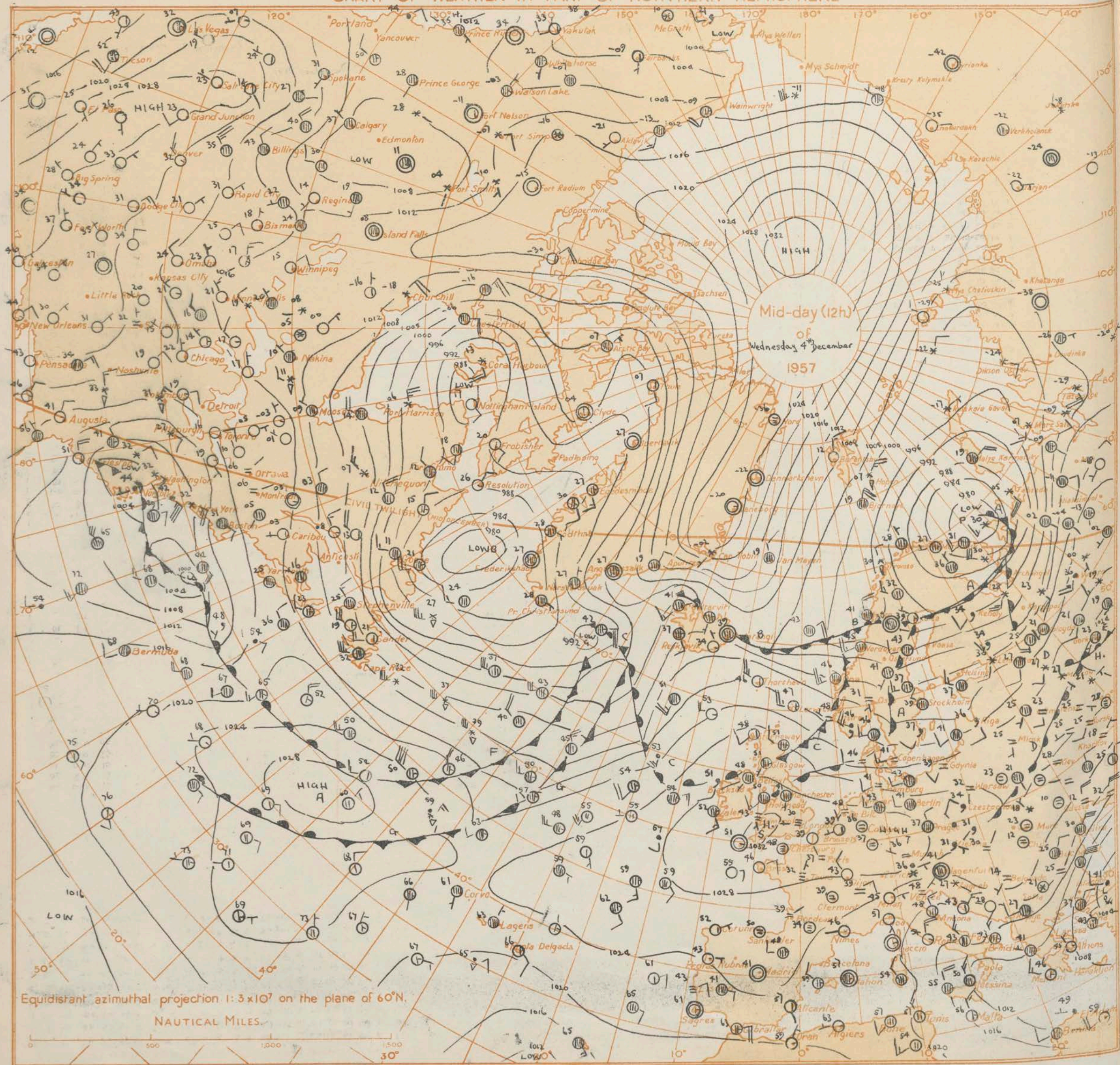
times of observation printed in this publication are GREENWICH MEAN TIME

\* Information not usually received.

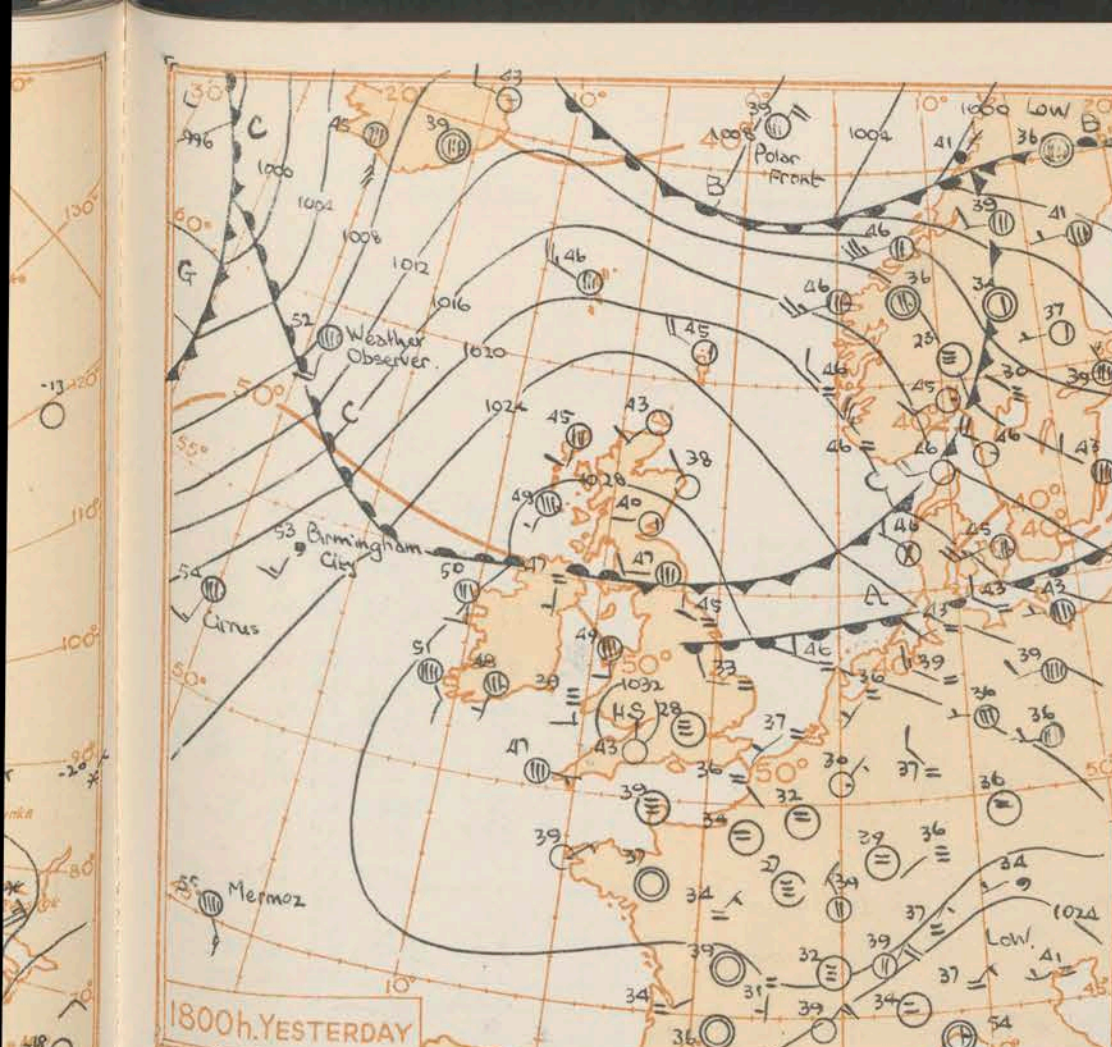
SIR GRAHAM SUTTON, C.B.E., D.Sc., F.R.S., Director General, Meteorological Office, Air Ministry, Kingsway, London, W.C.2.



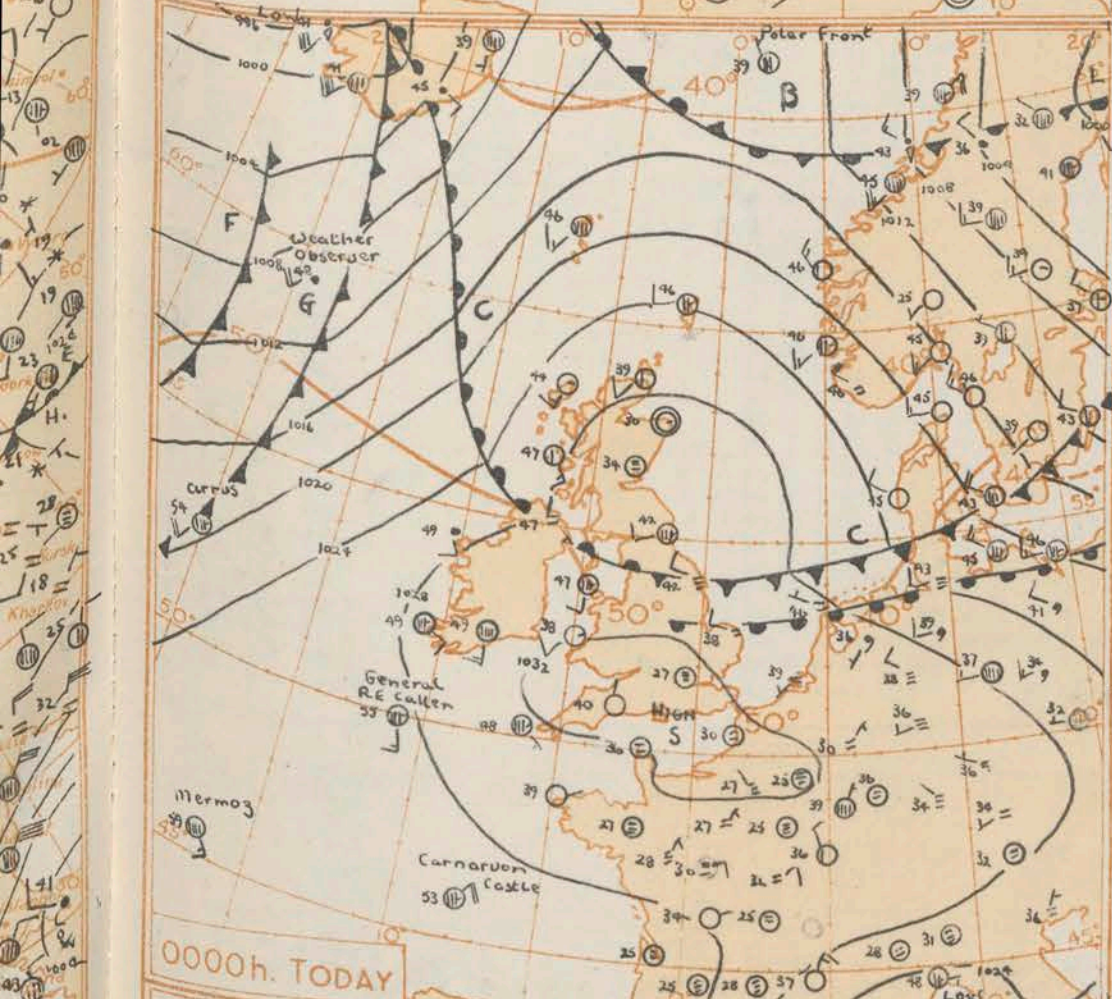
# CHART OF WEATHER IN PART OF NORTHERN HEMISPHERE



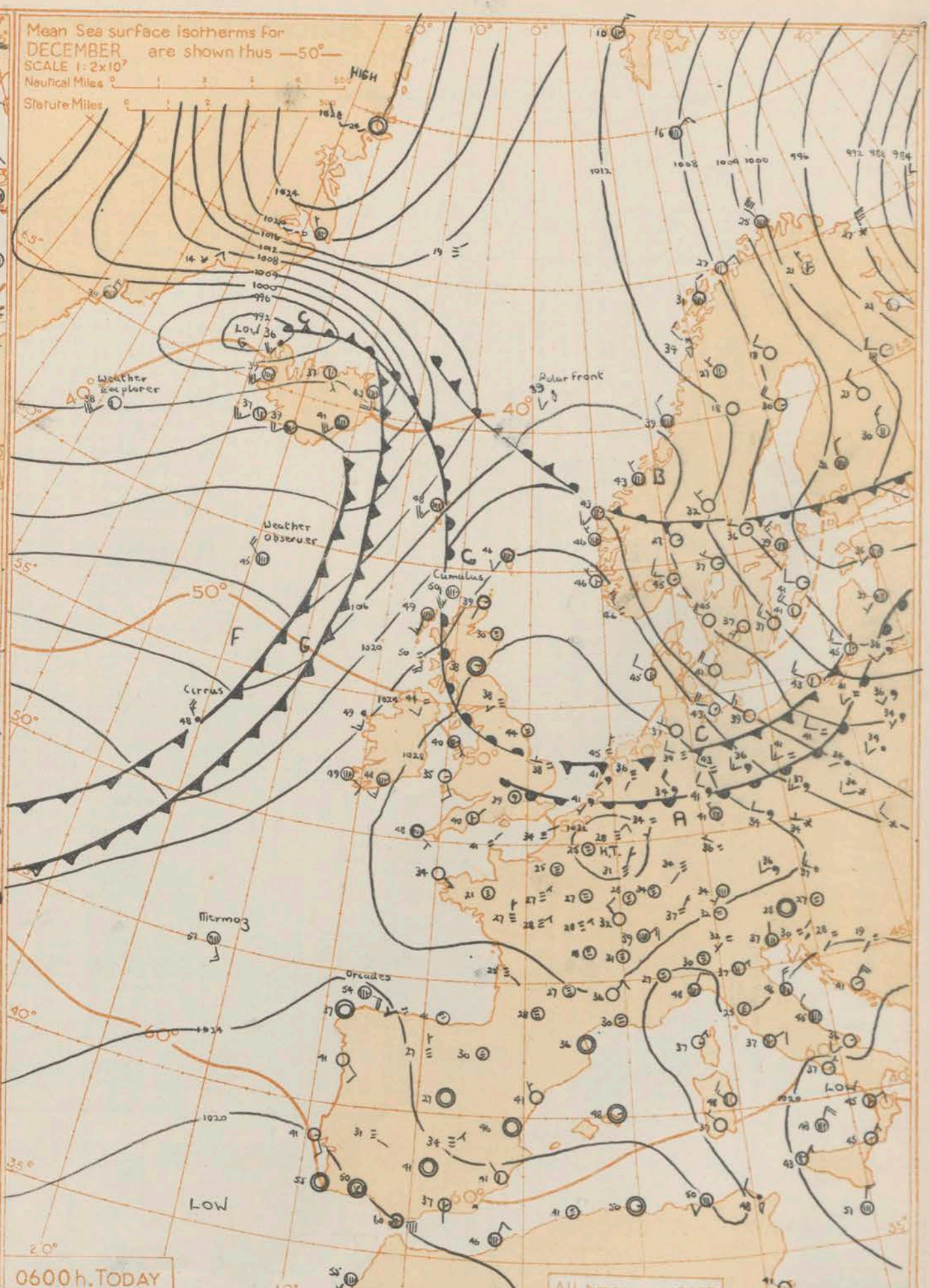




1800h. YESTERDAY



0000h. TODAY



0600h. TODAY

All times are G.M.T.

### GENERAL SYNOPSIS DEVELOPMENT

The anticyclone centred over the English Channel has moved a little southeast while an intensifying ridge crossed Scotland and will continue moving east, probably transferring the centre of highest pressure east or southeast. Milder air has spread round the north of the anticyclone over most of England and the fronts of a depression moving east near Iceland will cross many parts of the British Isles probably reaching the southeast later tomorrow. A developing ridge over the Atlantic will drift eastwards.

Issued at midday today Thursday 5<sup>th</sup> December 1957

### FORECAST FOR BRITISH ISLES until noon tomorrow

Fog over most of England and Wales will thin out today but weather will remain dull and misty except in southwestern areas where sunny intervals will occur this afternoon. Fog will thicken again tonight but frost is unlikely except in the southwest. Freshening south to southwest winds will probably clear the fog tomorrow. Over Scotland, Northern Ireland, the west and north of Wales and northwest England weather will become generally cloudy with some rain or drizzle spreading from the west. Brighter and somewhat colder weather will spread into northwestern areas and extend southeast with showers developing in north and west Scotland.

### OUTLOOK FOR following 24 hours:-

Showers in some northern areas otherwise mainly dry in England and Wales and south Scotland with bright periods and some night frosts.







THE DAILY WEATHER REPORT  
OF THE METEOROLOGICAL OFFICE, LONDON

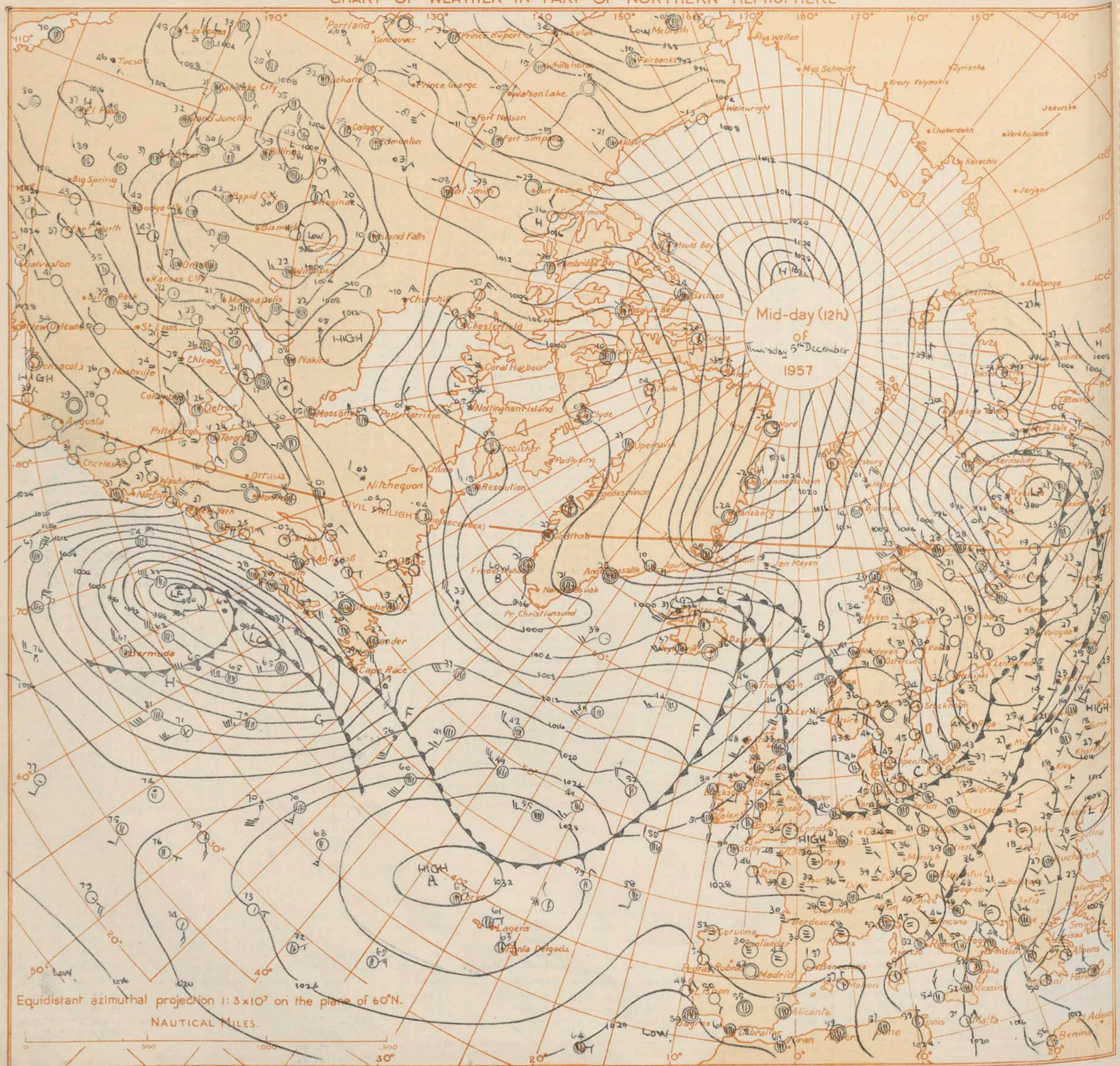
No. 3572

Date of Issue..Friday, 6th December.....1957

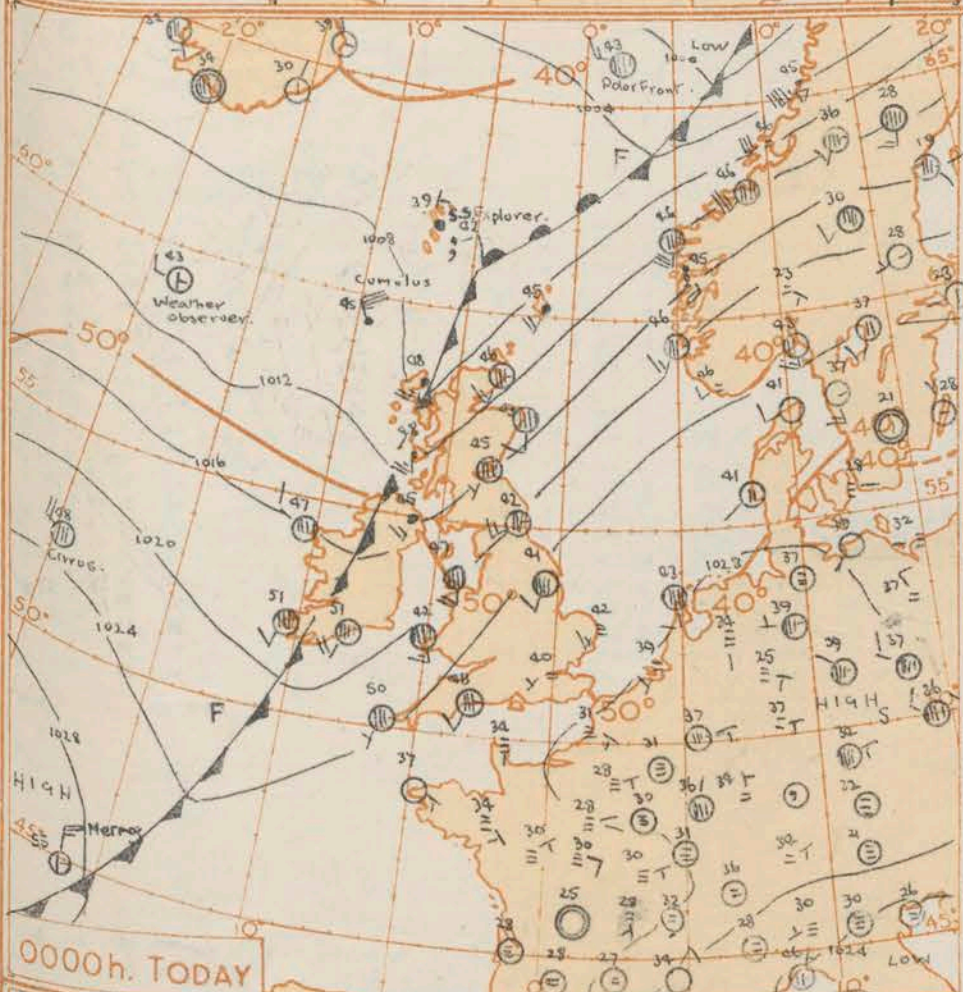
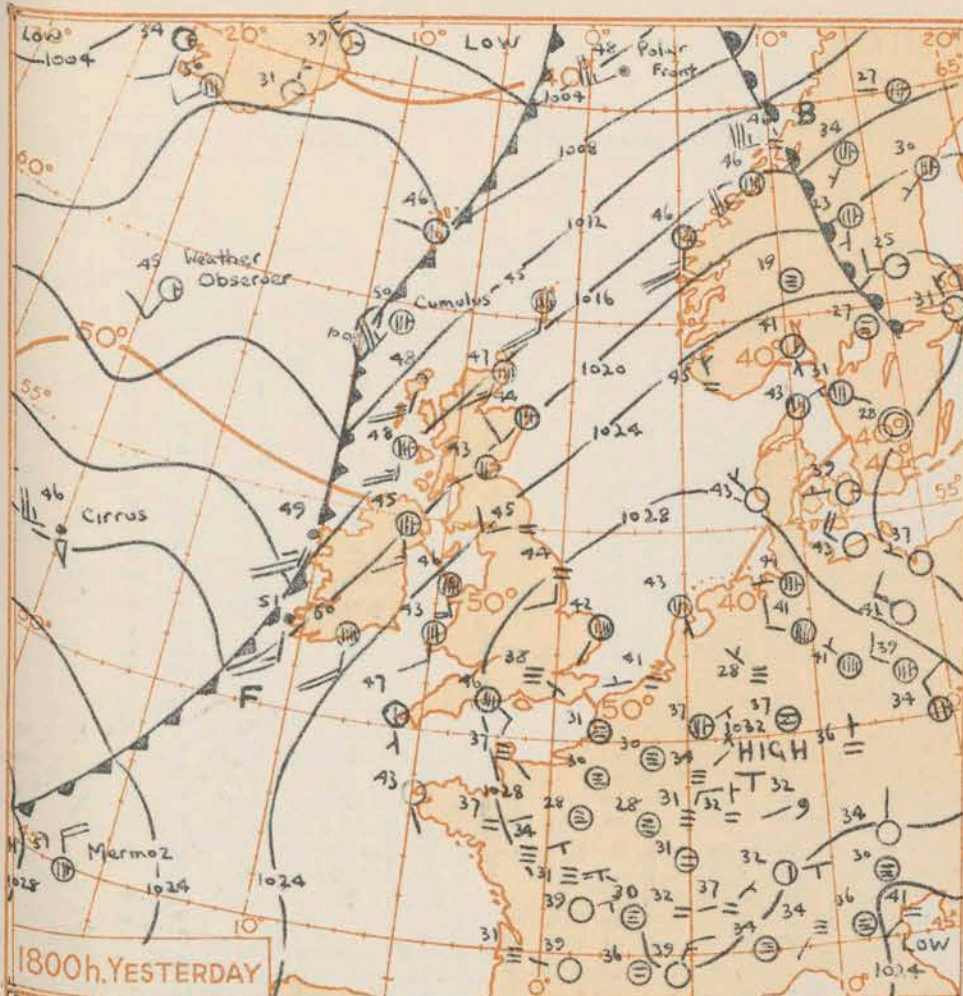
Vaves		12h. Ships Reports																				18h. Ships Reports																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
		Code F.M.21.A		Ship		LAT. LONG.		Wind		Weather		Temp.		Waves				Ship		LAT. LONG.		Wind		Weather		Temp.		Waves																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
Period	Height																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
Pw	Hw																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
3	6	WEATHER OBSERVER	590	190	7	26	15	98	02	2	123	44	3	2	5	3	2	0	0	2	09	56	34	27	3	6	WEATHER OBSERVER	590	190	3	20	12	99	15	1	07	49	2	4	5	0	2	0	0	02	56	24	22	3	6																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
4	3	CIRCUIS	525	201	4	29	19	80	01	6	178	52	3	5	5	0	8	6	1	1	12	53	41	26	4	4	CIRCUIS	525	199	7	26	17	70	80	8	20	46	6	9	5	6	3	2	2	3	11	58	39	26	4	3																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
0	4	MERMIOZ	449	160	7	18	10	70	01	2	256	58	7	8	4	-	-	0	0	2	07	52	54	17	4	2	MERMIOZ	491	198	7	24	22	70	03	2	26	07	7	8	4	-	-	0	0	3	13	53	52	25	4	3																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
4	4	POLAR FRONT	660	020E	8	19	23	97	61	8	097	45	6	7	4	-	-	0	0	7	41	51	41	17	2	3	POLAR FRONT	660	020E	8	25	29	97	60	6	040	45	8	6	3	-	-	0	0	5	13	01	41	53	3	4																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
4	5	WEATHER EXPLORER	622	327	1	23	18	98	15	0	022	38	1	0	4	3	8	0	0	2	19	56	34	23	4	9	WEATHER EXPLORER	622	337	7	23	46	98	84	8	034	37	7	4	4	0	3	4	1	2	10	55	33	23	4	5																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
5	3	U.S. SHIP 'B'	565	510	8	27	36	56	80	8	008	33	8	2	4	-	-	0	0	1	36	54	30	25	4	9	U.S. SHIP 'B'	564	082	7	21	26	66	03	6	091	50	7	5	2	0	0	6	3	8	01	51	46	19	4	8																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
0	4	U.S. SHIP 'C'	528	355	8	27	19	69	02	1	191	42	0	8	5	7	-	0	0	2	15	53	34	24	5	7	U.S. SHIP 'C'	528	355	8	20	12	69	02	2	181	42	2	1	9	2	-	0	0	6	10	52	36	24	5	7																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
4	6	U.S. SHIP 'D'	440	410	8	18	38	69	02	0	240	60	1	4	0	7	-	0	0	8	15	54	50	70	4	1	U.S. SHIP 'D'	440	410	9	18	42	69	02	2	206	62	6	1	5	1	-	0	0	7	12	52	52	70	4	1																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
7	-	U.S. SHIP 'E'	350	480	8	16	34	65	80	8	209	70	2	5	7	-	-	0	0	3	00	52	66	16	4	6	U.S. SHIP 'E'	497	234	6	29	20	98	80	2	266	52	3	5	5	1	1	2	4	1	13	52	46	24	2	4																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
		ORCADES	471	096	4	11	12	78	03	0	234	54	4	5	5	-	-	4	8	2	20	56	41	15	4	5	ORCADES	426	095	1	13	02	98	02	0	234	54	1	5	1	0	0	4	9	2	52	54	41	13	2	4																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
		All times																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											



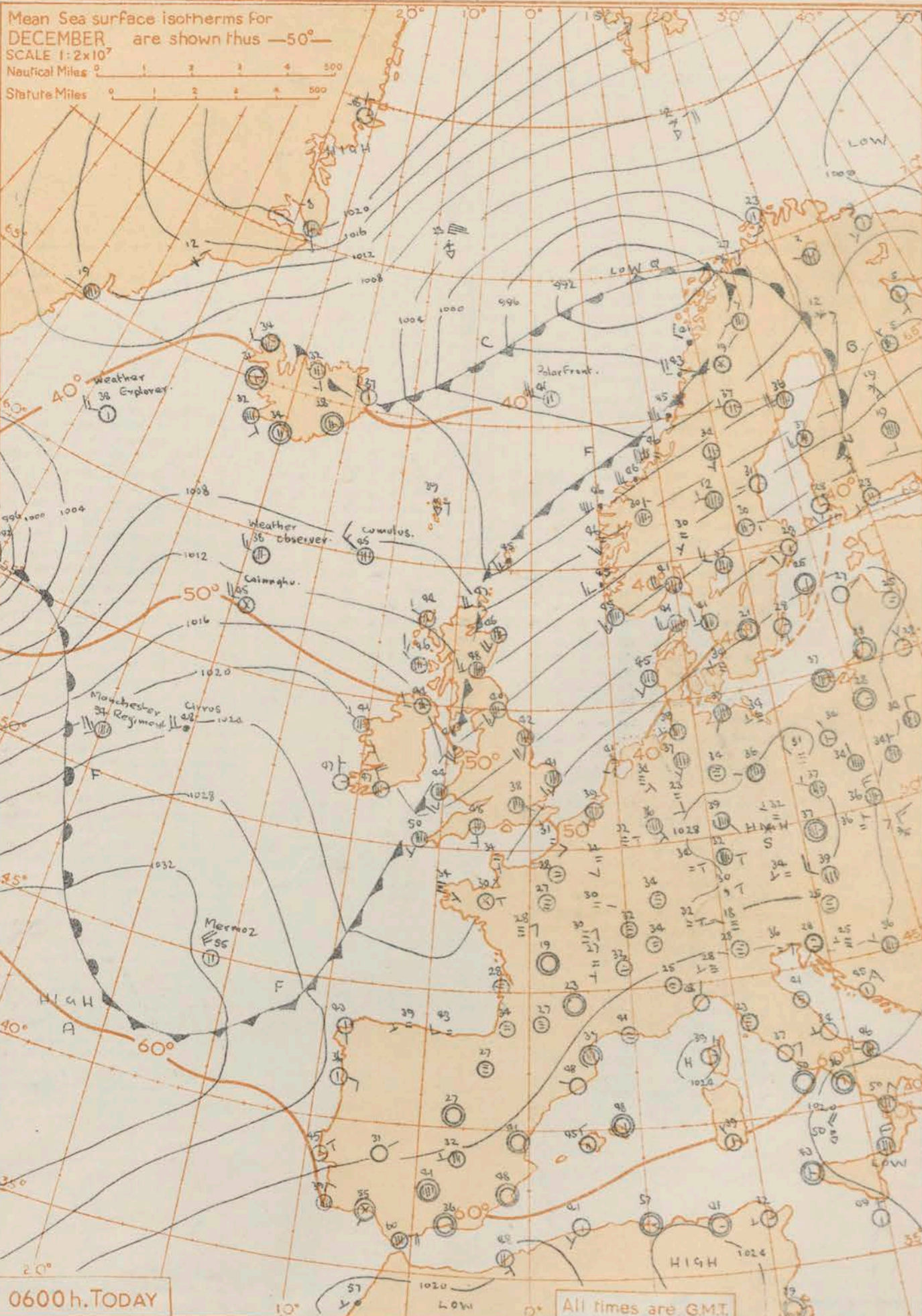
# CHART OF WEATHER IN PART OF NORTHERN HEMISPHERE







Mean Sea surface isotherms for  
DECEMBER are shown thus —50°—  
SCALE 1:2x10<sup>7</sup>  
Nautical Miles 0 1 2 3 4 500  
Statute Miles 0 1 2 3 4 500



# GENERAL SYNOPTIC DEVELOPMENT

The anticyclone which had been slow moving over southern England moved away eastward. The cold front of a depression moving east from Ireland towards northern Europe will cross the British Isles. A ridge of high pressure will follow this front but the deep depression over the Atlantic is expected to move northeast and its warm front will cross northern districts on Saturday.

Issued at midday today Friday 6<sup>th</sup> December 1957

## FORECAST FOR BRITISH ISLES until noon tomorrow

Rain in a belt from east Scotland to the Irish Sea will cross areas further east today followed by brighter weather. Showers will occur in most northern and western districts dying out tonight when England and Wales will be liable to ground and slight air frost. Milder cloudy weather with rain will reach northwest Scotland tonight and extend to most of Scotland and parts of Wales and northern England by noon tomorrow. Most other areas will have a bright morning.

## OUTLOOK FOR the following 24 hours

Probably changeable in most areas but mainly dry in the south.



## No.

### 06h. Ships Reports

Code	
WE	
D	
WE	
U	
D	
U	
L	
All	

\* Information not usually received.



THE DAILY WEATHER REPORT  
OF THE METEOROLOGICAL OFFICE, LONDON

Date of Issue: October 1957 1957

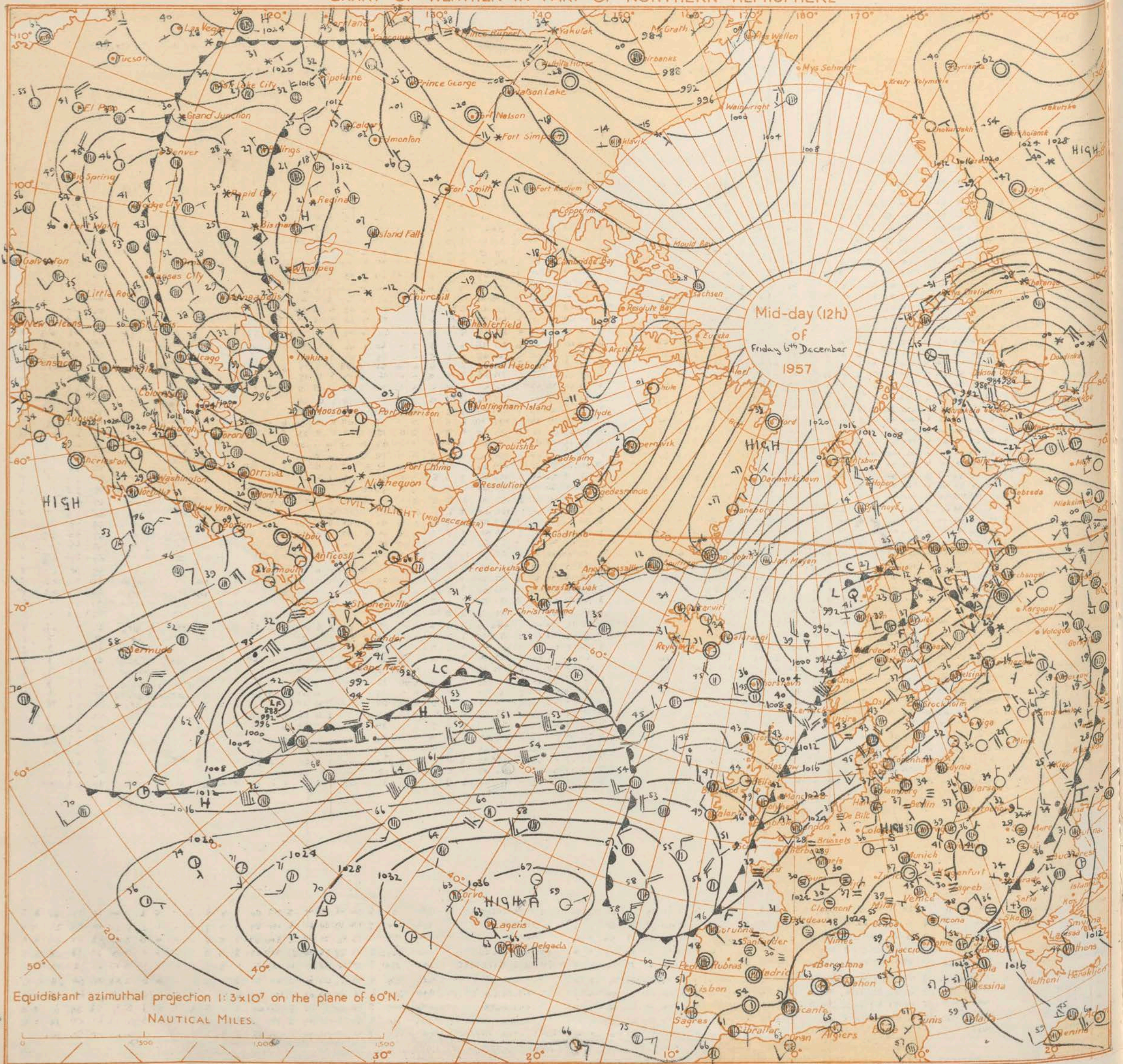
times of observation printed in this publication are GREENWICH MEAN TIME.

\* Information not usually received.

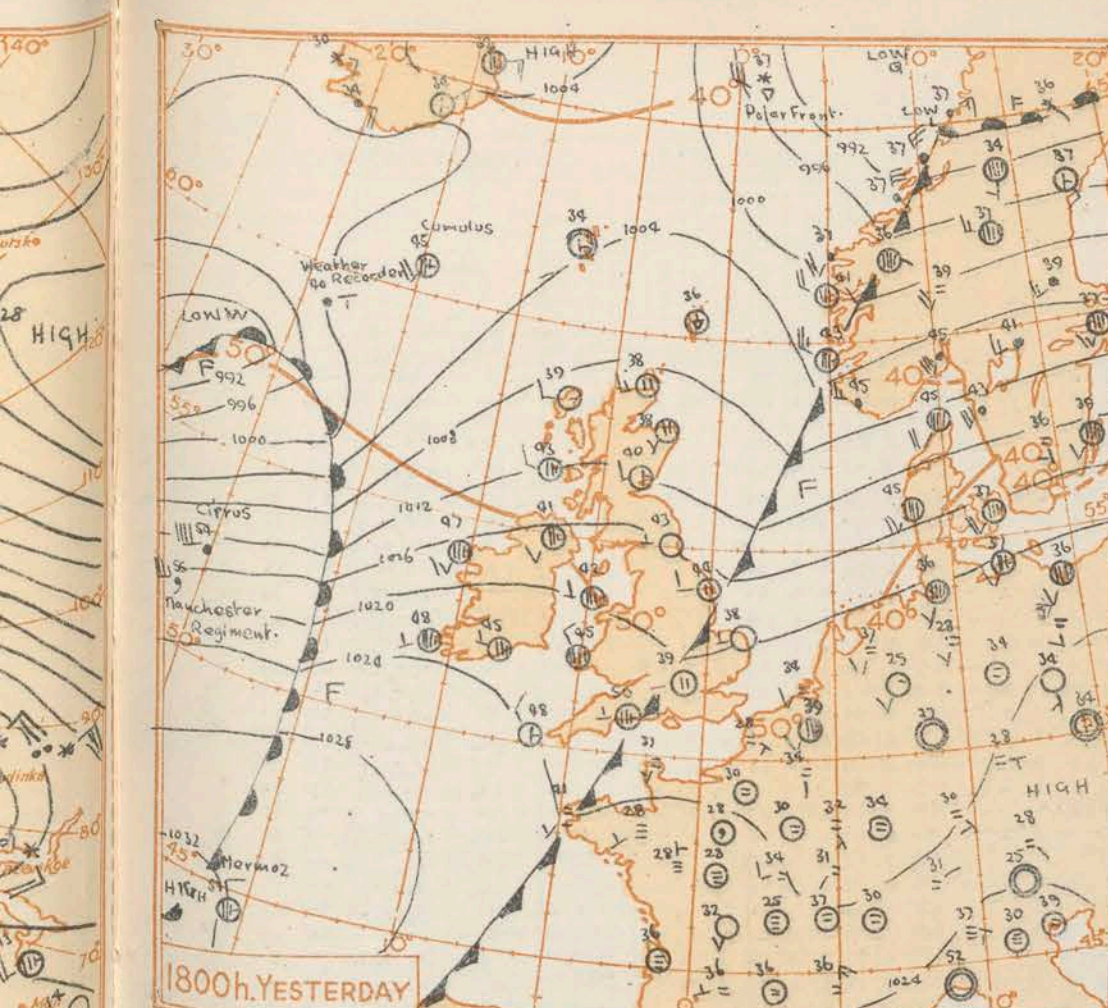
SIR GRAHAM SUTTON, C.B.E., D.Sc., F.R.S., Director General, Meteorological Office, Air Ministry, Kingsway, London, W.C.2.



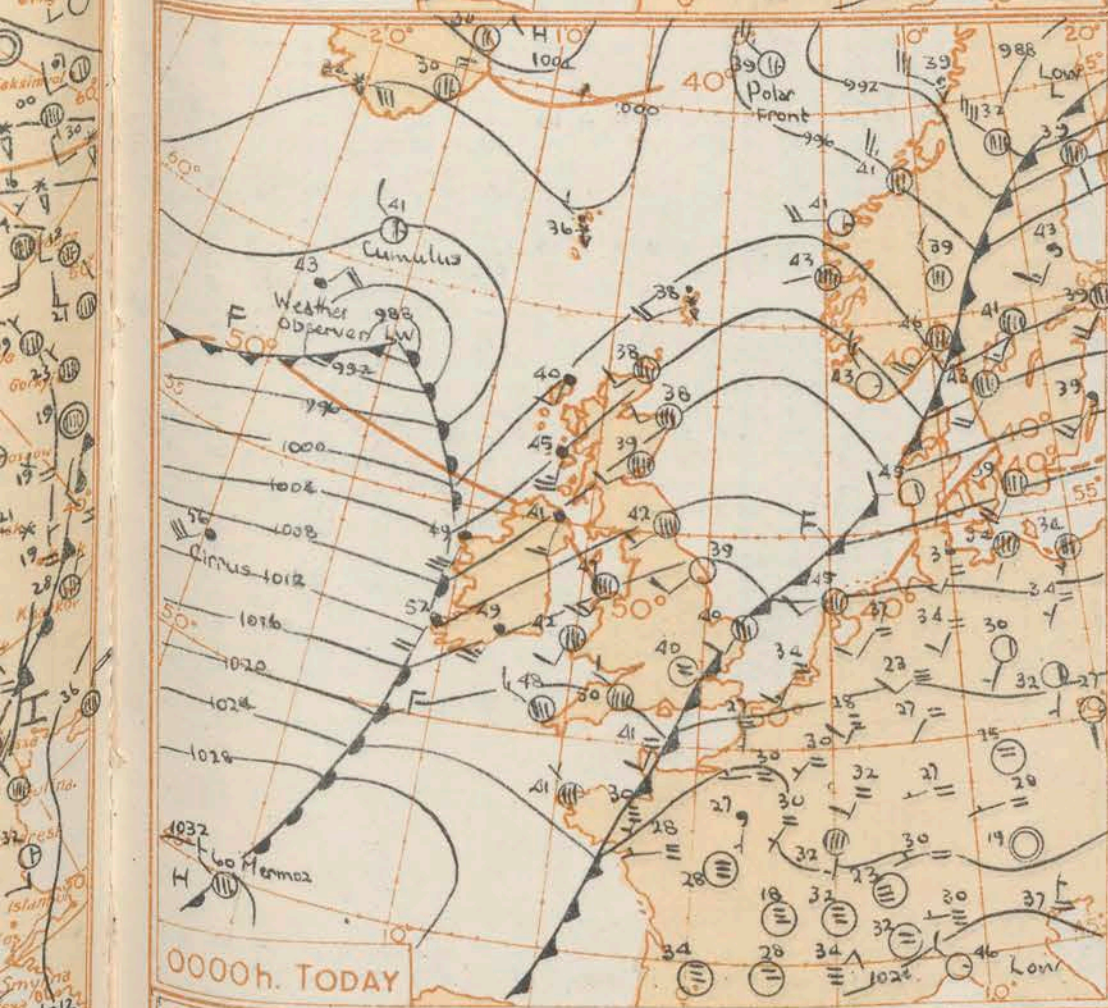
# CHART OF WEATHER IN PART OF NORTHERN HEMISPHERE





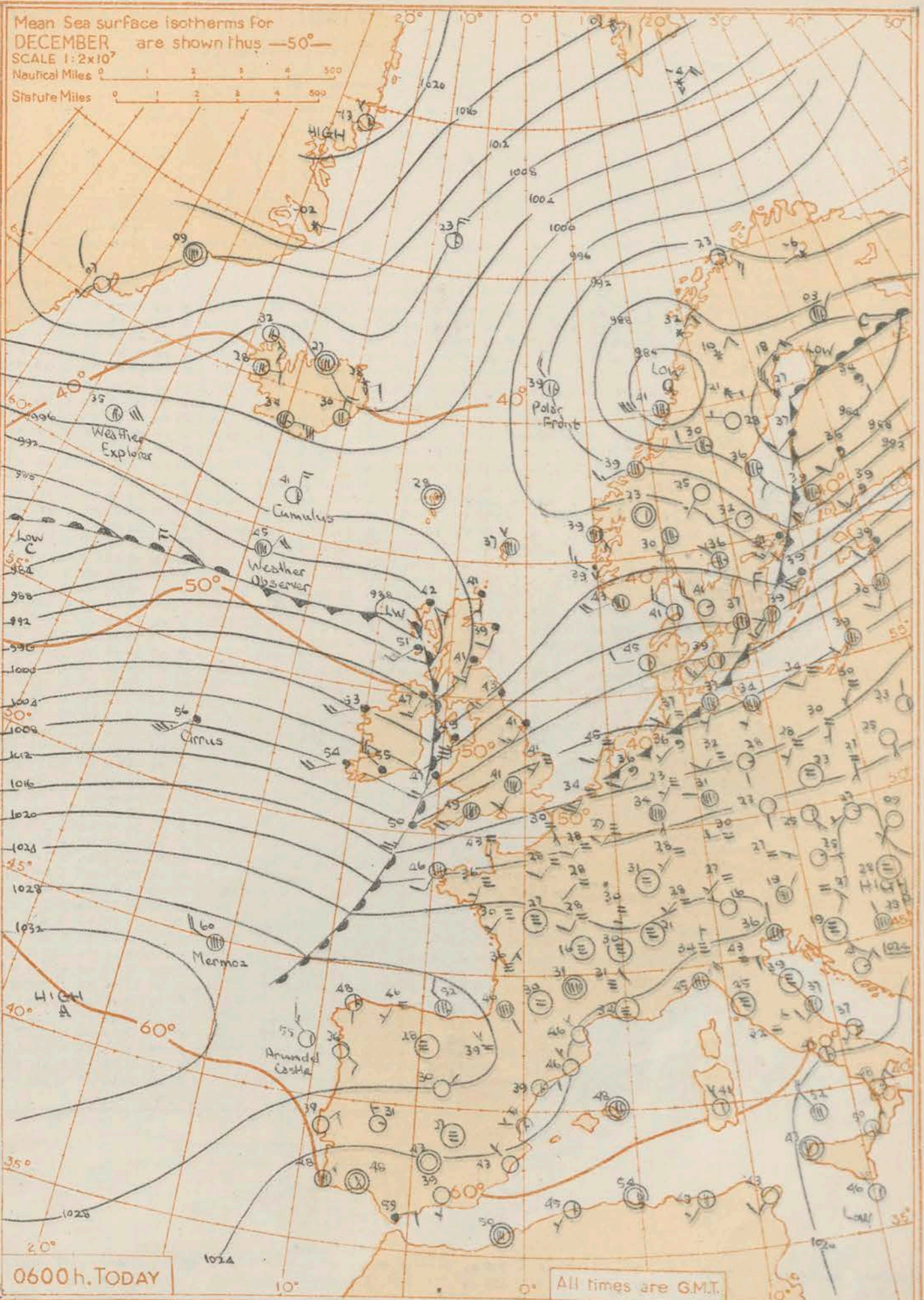


1800h. YESTERDAY



0000h. TODAY

Mean Sea surface isotherms for DECEMBER are shown thus —50°—  
SCALE 1:2x10<sup>7</sup>  
Nautical Miles 0 1 2 3 4 500  
Statute Miles 0 1 2 3 4 500



0600h. TODAY

All times are GMT.

### GENERAL SYNOPSIS DEVELOPMENT

The cold front crossing the British Isles yesterday cleared all districts by the early hours of today but it became very weak. The ridge following collapsed quickly as a small depression moved rapidly eastward over the Atlantic. This depression, now centred over west Scotland, is moving east-south-east. Its warm front will clear most areas by the early afternoon but will trail temporarily over central Scotland before moving north as another depression approaches northwest Scotland tomorrow morning.

Issued at midday today Saturday 21st December 1957

### FORECAST FOR BRITISH ISLES until noon tomorrow

In north Scotland it will be rather cold with bright periods at first and perhaps again tomorrow morning but it will be dull with rain for a time tonight. All other districts will be mostly dull and very mild with occasional rain or drizzle, especially in western districts where there will much hill fogs.

### OUTLOOK FOR

following 24 hours:-  
Colder, brighter weather will spread to all areas, with showers developing in northern districts.



No.	
Code	
St	

Cod	
W	
W	

\* Information not usually received.



THE DAILY WEATHER REPORT  
OF THE METEOROLOGICAL OFFICE, LONDON

## OBSERVATIONS at 12h. G.M.T.

## OBSERVATIONS at 18h. G.M.T.

## OBSERVATIONS during DAY

[illegible]

## 12h. Ships Reports

### 18h. Ships Reports

Code F.M.21.A						Wind		Weather						Cloud		Course		Bar		Temp.		Waves		Ship					Wind		Weather						Cloud		Course		Bar		Temp.		Waves		Ship		
Ship		LAT. LONG.		Total Cloud		Direction		Speed		Visibility		Present		Past		Bar at M.S.L.		Dry Bulb Temp.		Amount		Low			Height		Medium		High		Direction		Speed		Character		Change in 3 hours		Sea		Dew Point		Direction		Period			Height	
		LAT. LONG.		N dd R		VV ww W		PPP TT		Nh CL h CM CH		D <sub>2</sub> V <sub>2</sub> a		pp T <sub>2</sub> T <sub>3</sub> T <sub>4</sub> T <sub>5</sub> T <sub>6</sub> T <sub>7</sub> T <sub>8</sub> T <sub>9</sub> T <sub>10</sub> T <sub>11</sub> T <sub>12</sub> T <sub>13</sub> T <sub>14</sub> T <sub>15</sub> T <sub>16</sub> T <sub>17</sub> T <sub>18</sub> T <sub>19</sub> T <sub>20</sub> T <sub>21</sub> T <sub>22</sub> T <sub>23</sub> T <sub>24</sub> T <sub>25</sub> T <sub>26</sub> T <sub>27</sub> T <sub>28</sub> T <sub>29</sub> T <sub>30</sub> T <sub>31</sub> T <sub>32</sub> T <sub>33</sub> T <sub>34</sub> T <sub>35</sub> T <sub>36</sub> T <sub>37</sub> T <sub>38</sub> T <sub>39</sub> T <sub>40</sub> T <sub>41</sub> T <sub>42</sub> T <sub>43</sub> T <sub>44</sub> T <sub>45</sub> T <sub>46</sub> T <sub>47</sub> T <sub>48</sub> T <sub>49</sub> T <sub>50</sub> T <sub>51</sub> T <sub>52</sub> T <sub>53</sub> T <sub>54</sub> T <sub>55</sub> T <sub>56</sub> T <sub>57</sub> T <sub>58</sub> T <sub>59</sub> T <sub>60</sub> T <sub>61</sub> T <sub>62</sub> T <sub>63</sub> T <sub>64</sub> T <sub>65</sub> T <sub>66</sub> T <sub>67</sub> T <sub>68</sub> T <sub>69</sub> T <sub>70</sub> T <sub>71</sub> T <sub>72</sub> T <sub>73</sub> T <sub>74</sub> T <sub>75</sub> T <sub>76</sub> T <sub>77</sub> T <sub>78</sub> T <sub>79</sub> T <sub>80</sub> T <sub>81</sub> T <sub>82</sub> T <sub>83</sub> T <sub>84</sub> T <sub>85</sub> T <sub>86</sub> T <sub>87</sub> T <sub>88</sub> T <sub>89</sub> T <sub>90</sub> T <sub>91</sub> T <sub>92</sub> T <sub>93</sub> T <sub>94</sub> T <sub>95</sub> T <sub>96</sub> T <sub>97</sub> T <sub>98</sub> T <sub>99</sub> T <sub>100</sub> T <sub>101</sub> T <sub>102</sub> T <sub>103</sub> T <sub>104</sub> T <sub>105</sub> T <sub>106</sub> T <sub>107</sub> T <sub>108</sub> T <sub>109</sub> T <sub>110</sub> T <sub>111</sub> T <sub>112</sub> T <sub>113</sub> T <sub>114</sub> T <sub>115</sub> T <sub>116</sub> T <sub>117</sub> T <sub>118</sub> T <sub>119</sub> T <sub>120</sub> T <sub>121</sub> T <sub>122</sub> T <sub>123</sub> T <sub>124</sub> T <sub>125</sub> T <sub>126</sub> T <sub>127</sub> T <sub>128</sub> T <sub>129</sub> T <sub>130</sub> T <sub>131</sub> T <sub>132</sub> T <sub>133</sub> T <sub>134</sub> T <sub>135</sub> T <sub>136</sub> T <sub>137</sub> T <sub>138</sub> T <sub>139</sub> T <sub>140</sub> T <sub>141</sub> T <sub>142</sub> T <sub>143</sub> T <sub>144</sub> T <sub>145</sub> T <sub>146</sub> T <sub>147</sub> T <sub>148</sub> T <sub>149</sub> T <sub>150</sub> T <sub>151</sub> T <sub>152</sub> T <sub>153</sub> T <sub>154</sub> T <sub>155</sub> T <sub>156</sub> T <sub>157</sub> T <sub>158</sub> T <sub>159</sub> T <sub>160</sub> T <sub>161</sub> T <sub>162</sub> T <sub>163</sub> T <sub>164</sub> T <sub>165</sub> T <sub>166</sub> T <sub>167</sub> T <sub>168</sub> T <sub>169</sub> T <sub>170</sub> T <sub>171</sub> T <sub>172</sub> T <sub>173</sub> T <sub>174</sub> T <sub>175</sub> T <sub>176</sub> T <sub>177</sub> T <sub>178</sub> T <sub>179</sub> T <sub>180</sub> T <sub>181</sub> T <sub>182</sub> T <sub>183</sub> T <sub>184</sub> T <sub>185</sub> T <sub>186</sub> T <sub>187</sub> T <sub>188</sub> T <sub>189</sub> T <sub>190</sub> T <sub>191</sub> T <sub>192</sub> T <sub>193</sub> T <sub>194</sub> T <sub>195</sub> T <sub>196</sub> T <sub>197</sub> T <sub>198</sub> T <sub>199</sub> T <sub>200</sub> T <sub>201</sub> T <sub>202</sub> T <sub>203</sub> T <sub>204</sub> T <sub>205</sub> T <sub>206</sub> T <sub>207</sub> T <sub>208</sub> T <sub>209</sub> T <sub>210</sub> T <sub>211</sub> T <sub>212</sub> T <sub>213</sub> T <sub>214</sub> T <sub>215</sub> T <sub>216</sub> T <sub>217</sub> T <sub>218</sub> T <sub>219</sub> T <sub>220</sub> T <sub>221</sub> T <sub>222</sub> T <sub>223</sub> T <sub>224</sub> T <sub>225</sub> T <sub>226</sub> T <sub>227</sub> T <sub>228</sub> T <sub>229</sub> T <sub>230</sub> T <sub>231</sub> T <sub>232</sub> T <sub>233</sub> T <sub>234</sub> T <sub>235</sub> T <sub>236</sub> T <sub>237</sub> T <sub>238</sub> T <sub>239</sub> T <sub>240</sub> T <sub>241</sub> T <sub>242</sub> T <sub>243</sub> T <sub>244</sub> T <sub>245</sub> T <sub>246</sub> T <sub>247</sub> T <sub>248</sub> T <sub>249</sub> T <sub>250</sub> T <sub>251</sub> T <sub>252</sub> T <sub>253</sub> T <sub>254</sub> T <sub>255</sub> T <sub>256</sub> T <sub>257</sub> T <sub>258</sub> T <sub>259</sub> T <sub>260</sub> T <sub>261</sub> T <sub>262</sub> T <sub>263</sub> T <sub>264</sub> T <sub>265</sub> T <sub>266</sub> T <sub>267</sub> T <sub>268</sub> T <sub>269</sub> T <sub>270</sub> T <sub>271</sub> T <sub>272</sub> T <sub>273</sub> T <sub>274</sub> T <sub>275</sub> T <sub>276</sub> T <sub>277</sub> T <sub>278</sub> T <sub>279</sub> T <sub>280</sub> T <sub>281</sub> T <sub>282</sub> T <sub>283</sub> T <sub>284</sub> T <sub>285</sub> T <sub>286</sub> T <sub>287</sub> T <sub>288</sub> T <sub>289</sub> T <sub>290</sub> T <sub>291</sub> T <sub>292</sub> T <sub>293</sub> T <sub>294</sub> T <sub>295</sub> T <sub>296</sub> T <sub>297</sub> T <sub>298</sub> T <sub>299</sub> T <sub>300</sub> T <sub>301</sub> T <sub>302</sub> T <sub>303</sub> T <sub>304</sub> T <sub>305</sub> T <sub>306</sub> T <sub>307</sub> T <sub>308</sub> T <sub>309</sub> T <sub>310</sub> T <sub>311</sub> T <sub>312</sub> T <sub>313</sub> T <sub>314</sub> T <sub>315</sub> T <sub>316</sub> T <sub>317</sub> T <sub>318</sub> T <sub>319</sub> T <sub>320</sub> T <sub>321</sub> T <sub>322</sub> T <sub>323</sub> T <sub>324</sub> T <sub>325</sub> T <sub>326</sub> T <sub>327</sub> T <sub>328</sub> T <sub>329</sub> T <sub>330</sub> T <sub>331</sub> T <sub>332</sub> T <sub>333</sub> T <sub>334</sub> T <sub>335</sub> T <sub>336</sub> T <sub>337</sub> T <sub>338</sub> T <sub>339</sub> T <sub>340</sub> T <sub>341</sub> T <sub>342</sub> T <sub>343</sub> T <sub>344</sub> T <sub>345</sub> T <sub>346</sub> T <sub>347</sub> T <sub>348</sub> T <sub>349</sub> T <sub>350</sub> T <sub>351</sub> T <sub>352</sub> T <sub>353</sub> T <sub>354</sub> T <sub>355</sub> T <sub>356</sub> T <sub>357</sub> T <sub>358</sub> T <sub>359</sub> T <sub>360</sub> T <sub>361</sub> T <sub>362</sub> T <sub>363</sub> T <sub>364</sub> T <sub>365</sub> T <sub>366</sub> T <sub>367</sub> T <sub>368</sub> T <sub>369</sub> T <sub>370</sub> T <sub>371</sub> T <sub>372</sub> T <sub>373</sub> T <sub>374</sub> T <sub>375</sub> T <sub>376</sub> T <sub>377</sub> T <sub>378</sub> T <sub>379</sub> T <sub>380</sub> T <sub>381</sub> T <sub>382</sub> T <sub>383</sub> T <sub>384</sub> T <sub>385</sub> T <sub>386</sub> T <sub>387</sub> T <sub>388</sub> T <sub>389</sub> T <sub>390</sub> T <sub>391</sub> T <sub>392</sub> T <sub>393</sub> T <sub>394</sub> T <sub>395</sub> T <sub>396</sub> T <sub>397</sub> T <sub>398</sub> T <sub>399</sub> T <sub>400</sub> T <sub>401</sub> T <sub>402</sub> T <sub>403</sub> T <sub>404</sub> T <sub>405</sub> T <sub>406</sub> T <sub>407</sub> T <sub>408</sub> T <sub>409</sub> T <sub>410</sub> T <sub>411</sub> T <sub>412</sub> T <sub>413</sub> T <sub>414</sub> T <sub>415</sub> T <sub>416</sub> T <sub>417</sub> T <sub>418</sub> T <sub>419</sub> T <sub>420</sub> T <sub>421</sub> T <sub>422</sub> T <sub>423</sub> T <sub>424</sub> T <sub>425</sub> T <sub>426</sub> T <sub>427</sub> T <sub>428</sub> T <sub>429</sub> T <sub>430</sub> T <sub>431</sub> T <sub>432</sub> T <sub>433</sub> T <sub>434</sub> T <sub>435</sub> T <sub>436</sub> T <sub>437</sub> T <sub>438</sub> T <sub>439</sub> T <sub>440</sub> T <sub>441</sub> T <sub>442</sub> T <sub>443</sub> T <sub>444</sub> T <sub>445</sub> T <sub>446</sub> T <sub>447</sub> T <sub>448</sub> T <sub>449</sub> T <sub>450</sub> T <sub>451</sub> T <sub>452</sub> T <sub>453</sub> T <sub>454</sub> T <sub>455</sub> T <sub>456</sub> T <sub>457</sub> T <sub>458</sub> T <sub>459</sub> T <sub>460</sub> T <sub>461</sub> T <sub>462</sub> T <sub>463</sub> T <sub>464</sub> T <sub>465</sub> T <sub>466</sub> T <sub>467</sub> T <sub>468</sub> T <sub>469</sub> T <sub>470</sub> T <sub>471</sub> T <sub>472</sub> T <sub>473</sub> T <sub>474</sub> T <sub>475</sub> T <sub>476</sub> T <sub>477</sub> T <sub>478</sub> T <sub>479</sub> T <sub>480</sub> T <sub>481</sub> T <sub>482</sub> T <sub>483</sub> T <sub>484</sub> T <sub>485</sub> T <sub>486</sub> T <sub>487</sub> T <sub>488</sub> T <sub>489</sub> T <sub>490</sub> T <sub>491</sub> T <sub>492</sub> T <sub>493</sub> T <sub>494</sub> T <sub>495</sub> T <sub>496</sub> T <sub>497</sub> T <sub>498</sub> T <sub>499</sub> T <sub>500</sub> T <sub>501</sub> T <sub>502</sub> T <sub>503</sub> T <sub>504</sub> T <sub>505</sub> T <sub>506</sub> T <sub>507</sub> T <sub>508</sub> T <sub>509</sub> T <sub>510</sub> T <sub>511</sub> T <sub>512</sub> T <sub>513</sub> T <sub>514</sub> T <sub>515</sub> T <sub>516</sub> T <sub>517</sub> T <sub>518</sub> T <sub>519</sub> T <sub>520</sub> T <sub>521</sub> T <sub>522</sub> T <sub>523</sub> T <sub>524</sub> T <sub>525</sub> T <sub>526</sub> T <sub>527</sub> T <sub>528</sub> T <sub>529</sub> T <sub>530</sub> T <sub>531</sub> T <sub>532</sub> T <sub>533</sub> T <sub>534</sub> T <sub>535</sub> T <sub>536</sub> T <sub>537</sub> T <sub>538</sub> T <sub>539</sub> T <sub>540</sub> T <sub>541</sub> T <sub>542</sub> T <sub>543</sub> T <sub>544</sub> T <sub>545</sub> T <sub>546</sub> T <sub>547</sub> T <sub>548</sub> T <sub>549</sub> T <sub>550</sub> T <sub>551</sub> T <sub>552</sub> T <sub>553</sub> T <sub>554</sub> T <sub>555</sub> T <sub>556</sub> T <sub>557</sub> T <sub>558</sub> T <sub>559</sub> T <sub>560</sub> T <sub>561</sub> T <sub>562</sub> T <sub>563</sub> T <sub>564</sub> T <sub>565</sub> T <sub>566</sub> T <sub>567</sub> T <sub>568</sub> T <sub>569</sub> T <sub>570</sub> T <sub>571</sub> T <sub>572</sub> T <sub>573</sub> T <sub>574</sub> T <sub>575</sub> T <sub>576</sub> T <sub>577</sub> T <sub>578</sub> T <sub>579</sub> T <sub>580</sub> T <sub>581</sub> T <sub>582</sub> T <sub>583</sub> T <sub>584</sub> T <sub>585</sub> T <sub>586</sub> T <sub>587</sub> T <sub>588</sub> T <sub>589</sub> T <sub>590</sub> T <sub>591</sub> T <sub>592</sub> T <sub>593</sub> T <sub>594</sub> T <sub>595</sub> T <sub>596</sub> T <sub>597</sub> T <sub>598</sub> T <sub>599</sub> T <sub>600</sub> T <sub>601</sub> T <sub>602</sub> T <sub>603</sub> T <sub>604</sub> T <sub>605</sub> T <sub>606</sub> T <sub>607</sub> T <sub>608</sub> T <sub>609</sub> T <sub>610</sub> T <sub>611</sub> T <sub>612</sub> T <sub>613</sub> T <sub>614</sub> T <sub>615</sub> T <sub>616</sub> T <sub>617</sub> T <sub>618</sub> T <sub>619</sub> T <sub>620</sub> T <sub>621</sub> T <sub>622</sub> T <sub>623</sub> T <sub>624</sub> T <sub>625</sub> T <sub>626</sub> T <sub>627</sub> T <sub>628</sub> T <sub>629</sub> T <sub>630</sub> T <sub>631</sub> T <sub>632</sub> T <sub>633</sub> T <sub>634</sub> T <sub>635</sub> T <sub>636</sub> T <sub>637</sub> T <sub>638</sub> T <sub>639</sub> T <sub>640</sub> T <sub>641</sub> T <sub>642</sub> T <sub>643</sub> T <sub>644</sub> T <sub>645</sub> T <sub>646</sub> T <sub>647</sub> T <sub>648</sub> T <sub>649</sub> T <sub>650</sub> T <sub>651</sub> T <sub>652</sub> T <sub>653</sub> T <sub>654</sub> T <sub>655</sub> T <sub>656</sub> T <sub>657</sub> T <sub>658</sub> T <sub>659</sub> T <sub>660</sub> T <sub>661</sub> T <sub>662</sub> T <sub>663</sub> T <sub>664</sub> T <sub>665</sub> T <sub>666</sub> T <sub>667</sub> T <sub>668</sub> T <sub>669</sub> T <sub>670</sub> T <sub>671</sub> T <sub>672</sub> T <sub>673</sub> T <sub>674</sub> T <sub>675</sub> T <sub>676</sub> T <sub>677</sub> T <sub>678</sub> T <sub>679</sub> T <sub>680</sub> T <sub>681</sub> T <sub>682</sub> T <sub>683</sub> T <sub>684</sub> T <sub>685</sub> T <sub>686</sub> T <sub>687</sub> T <sub>688</sub> T <sub>689</sub> T <sub>690</sub> T <sub>691</sub> T <sub>692</sub> T <sub>693</sub> T <sub>694</sub> T <sub>695</sub> T <sub>696</sub> T <sub>697</sub> T <sub>698</sub> T <sub>699</sub> T <sub>700</sub> T <sub>701</sub> T <sub>702</sub> T <sub>703</sub> T <sub>704</sub> T <sub>705</sub> T <sub>706</sub> T <sub>707</sub> T <sub>708</sub> T <sub>709</sub> T <sub>710</sub> T <sub>711</sub> T <sub>712</sub> T <sub>713</sub> T <sub>714</sub> T <sub>715</sub> T <sub>716</sub> T <sub>717</sub> T <sub>718</sub> T <sub>719</sub> T <sub>720</sub> T <sub>721</sub> T <sub>722</sub> T <sub>723</sub> T <sub>724</sub> T <sub>725</sub> T <sub>726</sub> T <sub>727</sub> T <sub>728</sub> T <sub>729</sub> T <sub>730</sub> T <sub>731</sub> T <sub>732</sub> T <sub>733</sub> T <sub>734</sub> T <sub>735</sub> T <sub>736</sub> T <sub>737</sub> T <sub>738</sub> T <sub>739</sub> T <sub>740</sub> T <sub>741</sub> T <sub>742</sub> T <sub>743</sub> T <sub>744</sub> T <sub>745</sub> T <sub>746</sub> T <sub>747</sub> T <sub>748</sub> T <sub>749</sub> T <sub>750</sub> T <sub>751</sub> T <sub>752</sub> T <sub>753</sub> T <sub>754</sub> T <sub>755</sub> T <sub>756</sub> T <sub>757</sub> T <sub>758</sub> T <sub>759</sub> T <sub>760</sub> T <sub>761</sub> T <sub>762</sub> T <sub>763</sub> T <sub>764</sub> T <sub>765</sub> T <sub>766</sub> T <sub>767</sub> T <sub>768</sub> T <sub>769</sub> T <sub>770</sub> T <sub>771</sub> T <sub>772</sub> T <sub>773</sub> T <sub>774</sub> T <sub>775</sub> T <sub>776</sub> T <sub>777</sub> T <sub>778</sub> T <sub>779</sub> T <sub>780</sub> T <sub>781</sub> T <sub>782</sub> T <sub>783</sub> T <sub>784</sub> T <sub>785</sub> T <sub>786</sub> T <sub>787</sub> T <sub>788</sub> T <sub>789</sub> T <sub>790</sub> T <sub>791</sub> T <sub>792</sub> T <sub>793</sub> T <sub>794</sub> T <sub>795</sub> T <sub>796</sub> T <sub>797</sub> T <sub>798</sub> T <sub>799</sub> T <sub>800</sub> T <sub>801</sub> T <sub>802</sub> T <sub>803</sub> T <sub>804</sub> T <sub>805</sub> T <sub>806</sub> T <sub>807</sub> T <sub>808</sub> T <sub>809</sub> T <sub>810</sub> T <sub>811</sub> T <sub>812</sub> T <sub>813</sub> T <sub>814</sub> T <sub>815</sub> T <sub>816</sub> T <sub>817</sub> T <sub>818</sub> T <sub>819</sub> T <sub>820</sub> T <sub>821</sub> T <sub>822</sub> T <sub>823</sub> T <sub>824</sub> T <sub>825</sub> T <sub>826</sub> T <sub>827</sub> T <sub>828</sub> T <sub>829</sub> T <sub>830</sub> T <sub>831</sub> T <sub>832</sub> T <sub>833</sub> T <sub>834</sub> T <sub>835</sub> T <sub>836</sub> T <sub>837</sub> T <sub>838</sub> T <sub>839</sub> T <sub>840</sub> T <sub>841</sub> T <sub>842</sub> T <sub>843</sub> T <sub>844</sub> T <sub>845</sub> T <sub>846</sub> T <sub>847</sub> T <sub>848</sub> T <sub>849</sub> T <sub>850</sub> T <sub>851</sub> T <sub>852</sub> T <sub>853</sub> T <sub>854</sub> T <sub>855</sub> T <sub>856</sub> T <sub>857</sub> T <sub>858</sub> T <sub>859</sub> T <sub>860</sub> T <sub>861</sub> T <sub>862</sub> T <sub>863</sub> T <sub>864</sub> T <sub>865</sub> T <sub>866</sub> T <sub>867</sub> T <sub>868</sub> T <sub>869</sub> T <sub>870</sub> T <sub>871</sub> T <sub>872</sub> T <sub>873</sub> T <sub>874</sub> T <sub>875</sub> T <sub>876</sub> T <sub>877</sub> T <sub>878</sub> T <sub>879</sub> T <sub>880</sub> T <sub>881</sub> T <sub>882</sub> T <sub>883</sub> T <sub>884</sub> T <sub>885</sub> T <sub>886</sub> T <sub>887</sub> T <sub>888</sub> T <sub>889</sub> T <sub>890</sub> T <sub>891</sub> T <sub>892</sub> T <sub>893</sub> T <sub>894</sub> T <sub>895</sub> T <sub>896</sub> T <sub>897</sub> T <sub>898</sub> T <sub>899</sub> T <sub>900</sub> T <sub>901</sub> T <sub>902</sub> T <sub>903</sub> T <sub>904</sub> T <sub>905</sub> T <sub>906</sub> T <sub>907</sub> T <sub>908</sub> T <sub>909</sub> T <sub>910</sub> T <sub>911</sub> T <sub>912</sub> T <sub>913</sub> T <sub>914</sub> T <sub>915</sub> T <sub>916</sub> T <sub>917</sub> T <sub>918</sub> T <sub>919</sub> T <sub>920</sub> T <sub>921</sub> T <sub>922</sub> T <sub>923</sub> T <sub>924</sub> T <sub>925</sub> T <sub>926</sub> T <sub>927</sub> T <sub>928</sub> T <sub>929</sub> T <sub>930</sub> T <sub>931</sub> T <sub>932</sub> T <sub>933</sub> T <sub>934</sub> T <sub>935</sub> T <sub>936</sub> T <sub>937</sub> T <sub>938</sub> T <sub>939</sub> T <sub>940</sub> T <sub>941</sub> T <sub>942</sub> T <sub>943</sub> T <sub>944</sub> T <sub>945</sub> T <sub>946</sub> T <sub>947</sub> T <sub>948</sub> T <sub>949</sub> T <sub>950</sub> T <sub>951</sub> T <sub>952</sub> T <sub>953</sub> T <sub>954</sub> T <sub>955</sub> T <sub>956</sub> T <sub>957</sub> T <sub>958</sub> T <sub>959</sub> T <sub>960</sub> T <sub>961</sub> T <sub>962</sub> T <sub>963</sub> T <sub>964</sub> T <sub>965</sub> T <sub>966</sub> T <sub>967</sub> T <sub>968</sub> T <sub>969</sub> T <sub>970</sub> T <sub>971</sub> T <sub>972</sub> T <sub>973</sub> T <sub>974</sub> T <sub>975</sub> T <sub>976</sub> T <sub>977</sub> T <sub>978</sub> T <sub>979</sub> T <sub>980</sub> T <sub>981</sub> T <sub>982</sub> T <sub>983</sub> T <sub>984</sub> T <sub>985</sub> T <sub>986</sub> T <sub>987</sub> T <sub>988</sub> T <sub>989</sub> T <sub>990</sub> T <sub>991</sub> T <sub>992</sub> T <sub>993</sub> T <sub>994</sub> T <sub>995</sub> T <sub>996</sub> T <sub>997</sub> T <sub>998</sub> T <sub>999</sub> T <sub>1000</sub> T <sub>1001</sub> T <sub>1002</sub> T <sub>1003</sub> T <sub>1004</sub> T <sub>1005</sub> T <sub>1006</sub> T <sub>1007</sub> T <sub>1008</sub> T <sub>1009</sub> T <sub>1010</sub> T <sub>1011</sub> T <sub>1012</sub> T <sub>1013</sub> T <sub>1014</sub> T <sub>1015</sub> T <sub>1016</sub> T <sub>1017</sub> T <sub>1018</sub> T <sub>1019</sub> T <sub>1020</sub> T <sub>1021</sub> T <sub>1022</sub> T <sub>1023</sub> T <sub>1024</sub> T <sub>1025</sub> T <sub>1026</sub> T <sub>1027</sub> T <sub>1028</sub> T <sub>1029</sub> T <sub>1030</sub> T <sub>1031</sub> T <sub>1032</sub> T <sub>1033</sub> T <sub>1034</sub> T <sub>1035</sub> T <sub>1036</sub> T <sub>1037</sub> T <sub>1038</sub> T <sub>1039</sub> T <sub>1040</sub> T <sub>1041</sub> T <sub>1042</sub> T <sub>1043</sub> T <sub>1044</sub> T <sub>1045</sub> T <sub>1046</sub> T <sub>1047</sub> T <sub>1048</sub> T <sub>1049</sub> T <sub>1050</sub> T <sub>1051</sub> T <sub>1052</sub> T <sub>1053</sub> T <sub>1054</sub> T <sub>1055</sub> T <sub>1056</sub> T <sub>1057</sub> T <sub>1058</sub> T <sub>1059</sub> T <sub>1060</sub> T <sub>1061</sub> T <sub>1062</sub> T <sub>1063</sub> T <sub>1064</sub> T <sub>1065</sub> T <sub>1066</sub> T <sub>1067</sub> T <sub>1068</sub> T <sub>1069</sub> T <sub>1070</sub> T <sub>1071</sub> T <sub>1072</sub> T <sub>1073</sub> T <sub>1074</sub> T <sub>1075</sub> T <sub>1076</sub> T <sub>1077</sub> T <sub>1078</sub> T <sub>1079</sub> T <sub>1080</sub> T <sub>1081</sub> T <sub>1082</sub> T <sub>1083</sub> T <sub>1084</sub> T <sub>1085</sub> T <sub>1086</sub> T <sub>1087</sub> T <sub>1088</sub> T <sub>1089</sub> T <sub>1090</sub> T <sub>1091</sub> T <sub>1092</sub> T <sub>1093</sub> T <sub>1094</sub> T <sub>1095</sub> T <sub>1096</sub> T <sub>1097</sub> T <sub>1098</sub> T <sub>1099</sub> T <sub>1100</sub> T <sub>1101</sub> T <sub>1102</sub> T <sub>1103</sub> T <sub>1104</sub> T <sub>1105</sub> T <sub>1106</sub> T <sub>1107</sub> T <sub>1108</sub> T <sub>1109</sub> T <sub>1110</sub> T <sub>1111</sub> T <sub>1112</sub> T <sub>1113</sub> T <sub>1114</sub> T <sub>1115</sub> T <sub>1116</sub> T <sub>1117</sub> T <sub>1118</sub> T <sub>1119</sub> T <sub>1120</sub> T <sub>1121</sub> T <sub>1122</sub> T <sub>1123</sub> T <sub>1124</sub> T <sub>1125</sub> T <sub>1126</sub> T <sub>1127</sub> T <sub>1128</sub> T <sub>1129</sub> T <sub>1130</sub> T <sub>1131</sub> T <sub>1132</sub> T <sub>1133</sub> T <sub>1134</sub> T <sub>1135</sub> T <sub>1136</sub> T <sub>1137</sub> T <sub>1138</sub> T <sub>1139</sub> T <sub>1140</sub> T <sub>1141</sub> T <sub>1142</sub> T <sub>1143</sub> T <sub>1144</sub> T <sub>1145</sub> T <sub>1146</sub> T <sub>1147</sub> T <sub>1148</sub> T <sub>1149</sub> T <sub>1150</sub> T <sub>1151</sub> T <sub>1152</sub> T <sub>1153</sub> T <sub>1154</sub> T <sub>1155</sub> T <sub>1156</sub> T <sub>1157</sub> T <sub>1158</sub> T <sub>1159</sub> T <sub>1160</sub> T <sub>1161</sub> T <sub>1162</sub> T <sub>1163</sub> T <sub>1164</sub> T <sub>1165</sub> T <sub>1166</sub> T <sub>1167</sub> T <sub>1168</sub> T <sub>1169</sub> T <sub>1170</sub> T <sub>1171</sub> T <sub>1172</sub> T <sub>1173</sub> T <sub>1174</sub> T <sub>1175</sub> T <sub>1176</sub> T <sub>1177</sub> T <sub>1178</sub> T <sub>1179</sub> T <sub>1180</sub> T <sub>1181</sub> T <sub>1182</sub> T <sub>1183</sub> T <sub>1184</sub> T <sub>1185</sub> T <sub>1186</sub> T <sub>1187</sub> T <sub>1188</sub> T <sub>1189</sub> T <sub>1190</sub> T <sub>1191</sub> T <sub>1192</sub> T <sub>1193</sub> T <sub>1194</sub> T <sub>1195</sub> T <sub>1196</sub> T <sub>1197</sub> T <sub>1198</sub> T <sub>1199</sub> T <sub>1200</sub> T <sub>1201</sub> T <sub>1202</sub> T <sub>1203</sub> T <sub>1204</sub> T <sub>1205</sub> T <sub>1206</sub> T <sub>1207</sub> T <sub>1208</sub> T <sub>1209</sub> T <sub>1210</sub> T <sub>1211</sub> T <sub>1212</sub> T <sub>1213</sub> T <sub>1214</sub> T <sub>1215</sub> T <sub>1216</sub> T <sub>1217</sub> T <sub>1218</sub> T <sub>1219</sub> T <sub>1220</sub> T <sub>1221</sub> T <sub>1222</sub> T <sub>1223</sub> T <sub>1224</sub> T <sub>1225</sub> T <sub>1226</sub> T <sub>1227</sub> T <sub>1228</sub> T <sub>1229</sub> T <sub>1230</sub> T <sub>1231</sub> T <sub>1232</sub> T <sub>1233</sub> T <sub>1234</sub> T <sub>1235</sub> T <sub>1236</sub> T <sub>1237</sub> T <sub>1238</sub> T <sub>1239</sub> T <sub>1240</sub> T <sub>1241</sub> T <sub>1242</sub> T <sub>1243</sub> T <sub>1244</sub> T <sub>1245</sub> T <sub>1246</sub> T <sub>1247</sub> T <sub>1248</sub> T <sub>1249</sub> T <sub>1250</sub> T <sub>1251</sub> T <sub>1252</sub> T <sub>1253</sub> T <sub>1254</sub> T <sub>1255</sub> T <sub>1256</sub> T <sub>1257</sub> T <sub>1258</sub> T <sub>1259</sub> T <sub>1260</sub> T <sub>1261</sub> T <sub>1262</sub> T <sub>1263</sub> T <sub>1264</sub> T <sub>1265</sub> T <sub>1266</sub> T <sub>1267</sub> T <sub>1268</sub> T <sub>1269</sub> T <sub>1270</sub> T <sub>1271</sub> T <sub>1272</sub> T <sub>1273</sub> T <sub>1274</sub> T <sub>1275</sub> T <sub>1276</sub> T <sub>1277</sub> T <sub>1278</sub> T <sub>1279</sub> T <sub>1280</sub> T <sub>1281</sub> T <sub>1282</sub> T <sub>1283</sub> T <sub>1284</sub> T <sub>1285</sub> T <sub>1286</sub> T <sub>1287</sub> T <sub>1288</sub> T <sub>1289</sub> T <sub>1290</sub> T <sub>1291</sub> T <sub>1292</sub> T <sub>1293</sub> T <sub>1294</sub> T																																			

times of observation printed in this publication are GREENWICH MEAN TIME.

\* Information not usually received.

SIR GRAHAM SUTTON, C.B.E., D.Sc., F.R.S., Director General. Meteorological Office, Air Ministry, Kingsway, London, W.C.2.



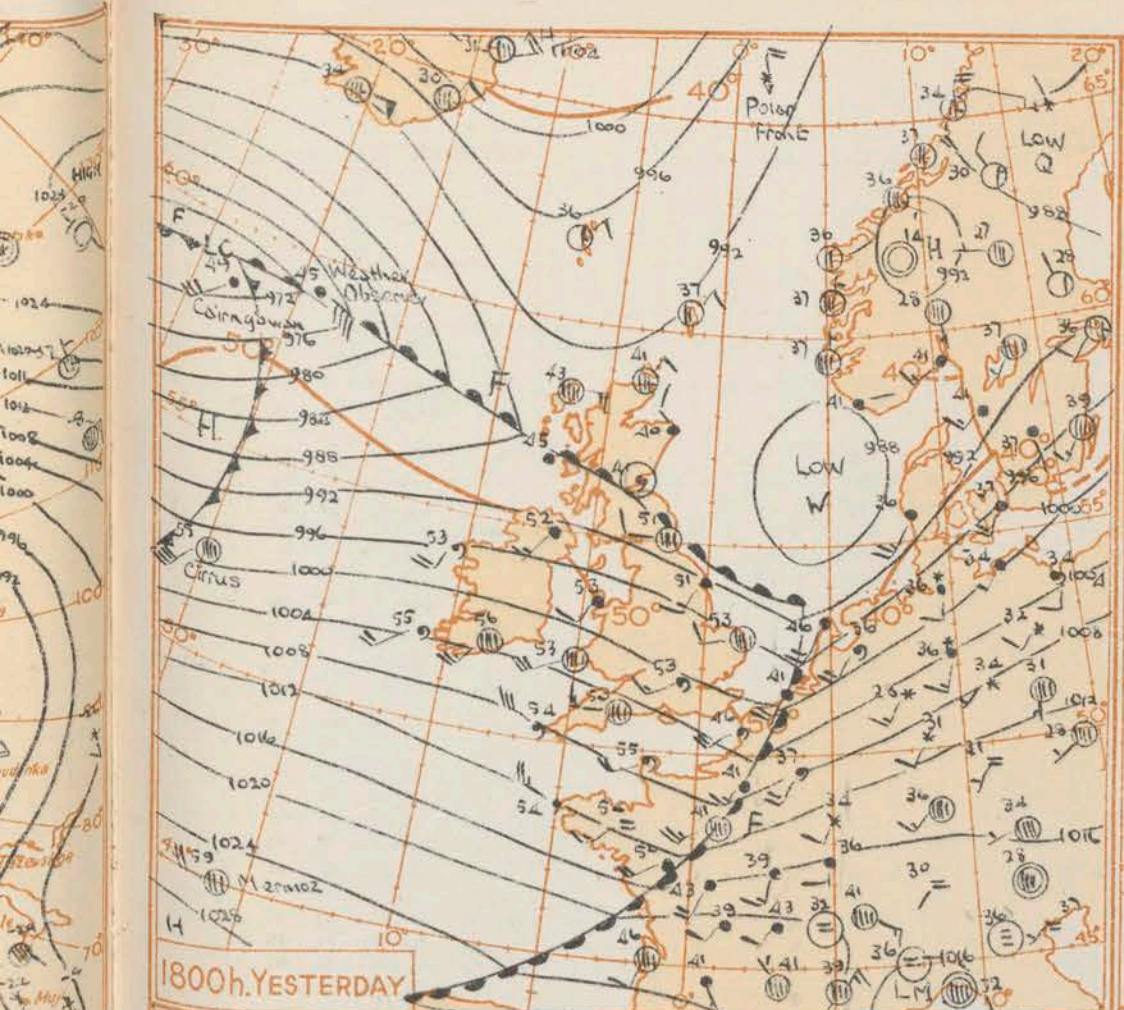
Mid-day (12h)  
of  
Saturday 7th December  
1957

Equidistant azimuthal projection 1:3x10<sup>7</sup> on the plane of 60°N.  
NAUTICAL MILES.

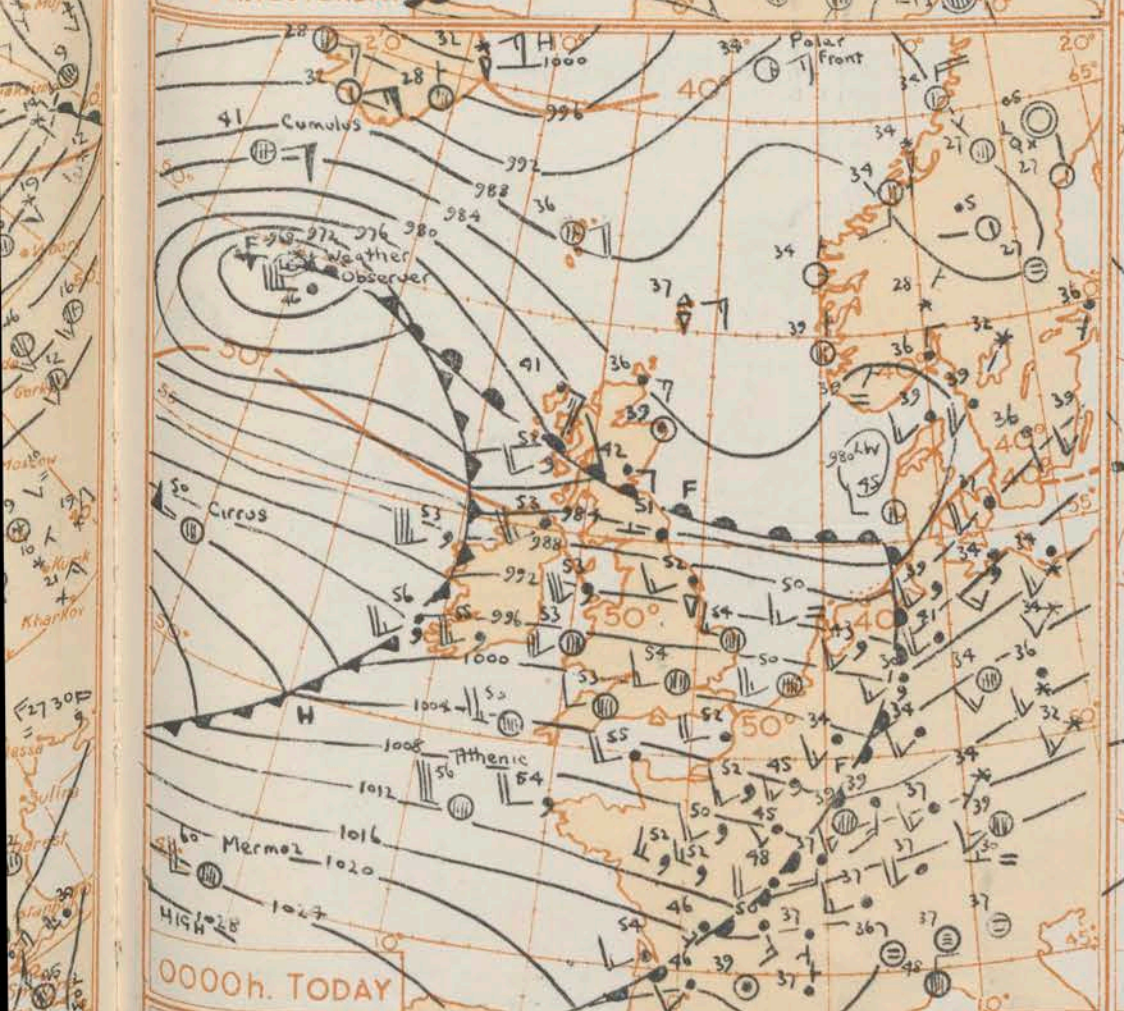
NAUTICAL MILES.

NAUTICAL MILES.



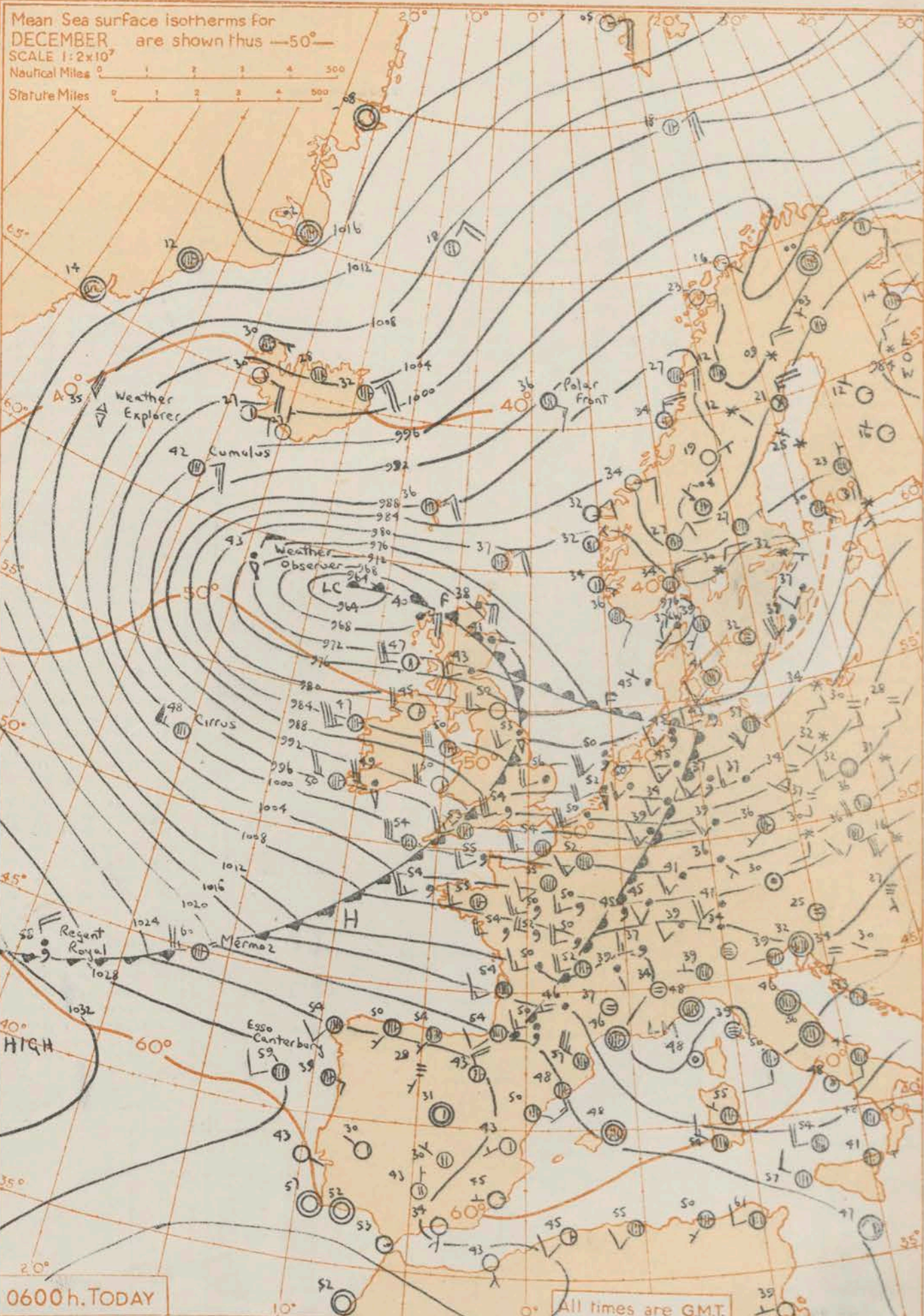


1800h. YESTERDAY



0000h. TODAY

Mean Sea surface isotherms for  
DECEMBER are shown thus —50°—  
SCALE 1:2x10<sup>7</sup>  
Nautical Miles 0 1 2 3 4 500  
Statute Miles 0 1 2 3 4 500



0600h. TODAY

All times are G.M.T.

# GENERAL SYNOPSIS DEVELOPMENT

The warm front over western districts yesterday morning moved quickly eastwards over southern districts but trailed over Scotland to another depression on the Atlantic. This depression is now west of Scotland. Its cold front moved very quickly and has already cleared the British Isles. The centre is expected to cross Scotland during the afternoon and in its rear a cold northerly airstream will sweep over the British Isles.

Issued at midday

today Sunday 8<sup>th</sup> December 1957

## FORECAST FOR BRITISH ISLES until noon tomorrow

In all areas there will be bright periods but there will also be high winds and showers while more prolonged rain may affect north and east Scotland and eastern districts of England today. It will become progressively colder and the showers will turn to snow on high ground in most areas and over low ground also locally in Scotland.

## OUTLOOK FOR following 24 hours:-

Cold with bright periods and showers which will fall as snow on high ground and on low ground also in the north.



H.M.S.O. Press, M.O. Dunstable.



THE DAILY WEATHER REPORT  
OF THE METEOROLOGICAL OFFICE, LONDON

Date of Issue Monday 9<sup>th</sup> December 1957

[illegible]

Waves		12h. Ships Reports																				18h. Ships Reports																														
Code F.M.21.A			Ship	LAT.	LONG.	Total Cloud		Wind		Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud				Course		Bar	Temp.		Waves		Ship	LAT.	LONG.	Total Cloud		Wind		Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud				Course		Bar	Temp.		Waves					
Period	Height	Direction				Speed	Direction	Speed	Present	Past	Amount		Low	Height	Medium	High	Direction	Speed	Change in 3 hours	Sea		Dew Point	Direction	Period	Height				Direction	Speed	Change in 3 hours	Sea	Dew Point	Direction		Period	Height	Direction	Speed	Present	Past	Amount	Low		Height	Medium	High	Direction	Speed	Change in 3 hours	Sea	Dew Point
W	P	H	Lat	Lon	N	dd	W	VV	ww	W	PPP	TT	Nh	CL	h	CM	CH	Ds	VS	s	pp	Ts	Td	Td	dwdw	Pw	Hw	Lat	Lon	N	dd	W	VV	ww	W	PPP	TT	Nh	CL	h	CM	CH	Ds	VS	s	pp	Ts	Td	Td	dwdw	Pw	Hw
3	4		WEATHER OBSERVER	529	189	7	02	23	98	25	8	934	43	5	9	3	4	1	0	4	2	85	56	39	56	3	9	WEATHER OBSERVER	529	188	8	03	27	98	02	8	045	45	3	2	4	0	7	0	0	2	48	54	35	53	2	5
4	9		GARDOS	525	201	7	35	45	50	25	9	974	45	7	9	4	1	1	1	2	50	61	43	79	5	9	CLAREUS	527	203	6	31	41	50	19	2	134	46	6	9	4	1	1	1	2	38	51	37	16	5	9		
5	7		HERMOZ	448	160	7	32	24	70	02	1	233	48	7	8	4	1	1	0	0	2	03	52	47	27	5	6	HERMOZ	447	158	7	31	24	70	03	2	229	55	7	5	5	1	1	0	0	2	01	53	42	31	4	0
4	3		POLAR FRONT	000	020E	8	11	09	98	20	8	974	34	2	9	4	1	1	0	0	8	00	62	30	08	3	3	POLAR FRONT	660	020E	7	03	10	97	07	8	924	32	7	9	3	1	1	0	0	1	16	64	28	05	3	5
5	0		WEATHER EXPLORER	613	331	7	32	30	95	05	8	089	35	3	3	4	1	1	1	1	13	57	27	32	4	9	WEATHER EXPLORER	617	327	6	31	24	98	03	8	095	36	6	8	5	1	1	2	08	56	30	01	5	4			
5	6		WIMULUS	617	270	8	14	24	70	02	1	032	43	4	5	5	7	1	6	3	1	13	53	30	08	4	9	U.S. SHIP 'C'	528	355	2	23	12	60	61	6	186	45	8	0	5	2	1	0	0	7	37	00	43	28	5	9
6	0		U.S. SHIP 'C'	565	510	8	20	18	65	00	8	012	36	8	5	4	2	1	0	0	7	27	01	34	19	3	4	U.S. SHIP 'C'	440	410	6	18	16	60	02	2	312	57	6	0	5	3	7	0	0	7	19	56	46	49	1	0
4	2		U.S. SHIP 'C'	528	335	8	22	18	69	02	2	234	41	3	5	5	0	0	0	0	7	10	24	35	20	4	1	MANCHESTER PROSPECTOR	507	308	6	30	13	98	02	1	236	47	3	3	4	0	2	4	00	53	45	11	1	0		
7	1		U.S. SHIP 'D'	440	410	6	23	08	69	02	2	248	53	2	1	5	0	6	0	0	2	05	56	41	23	4	6	CORRALES	450	150	4	20	41	98	18	8	112	51	4	3	0	0	2	5	4	00	54	40	29	7	0	
1	1		U.S. SHIP 'E'	350	480	8	11	12	69	02	2	203	68	1	1	5	2	7	0	0	3	14	51	62	49	2	3	AMERICAN IMPORTER	496	160	5	20	32	98	01	2	152	52	3	4	4	1	0	2	4	14	43	39	1	0		
All																																																				

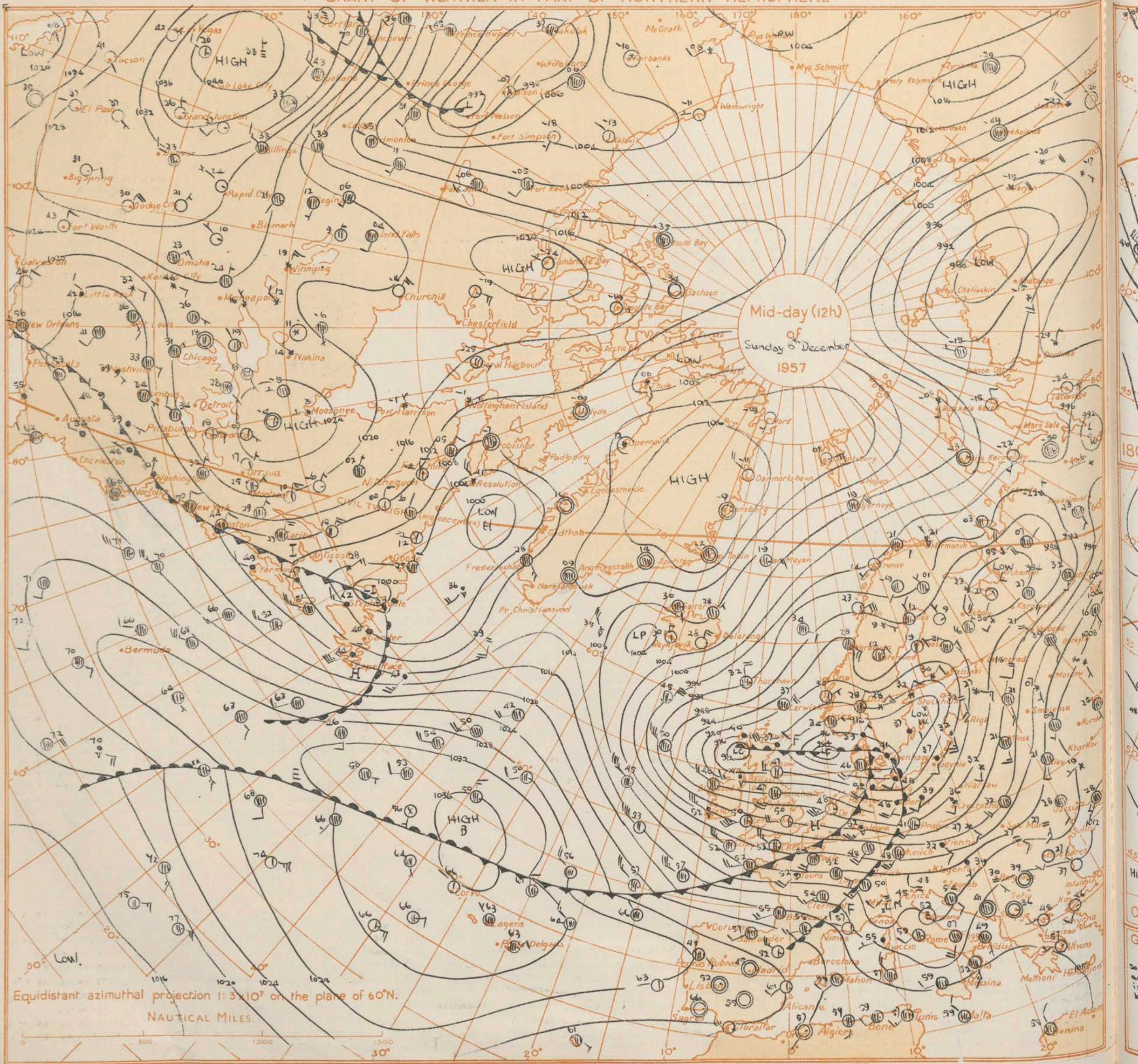
All times of observation printed in this publication are GREENWICH MEAN TIME.

\* Information not usually received.

SIR GRAHAM SUTTON, C.B.E., D.Sc., F.R.S., Director General, Meteorological Office, Air Ministry, Kingsway, London, W.C.2.

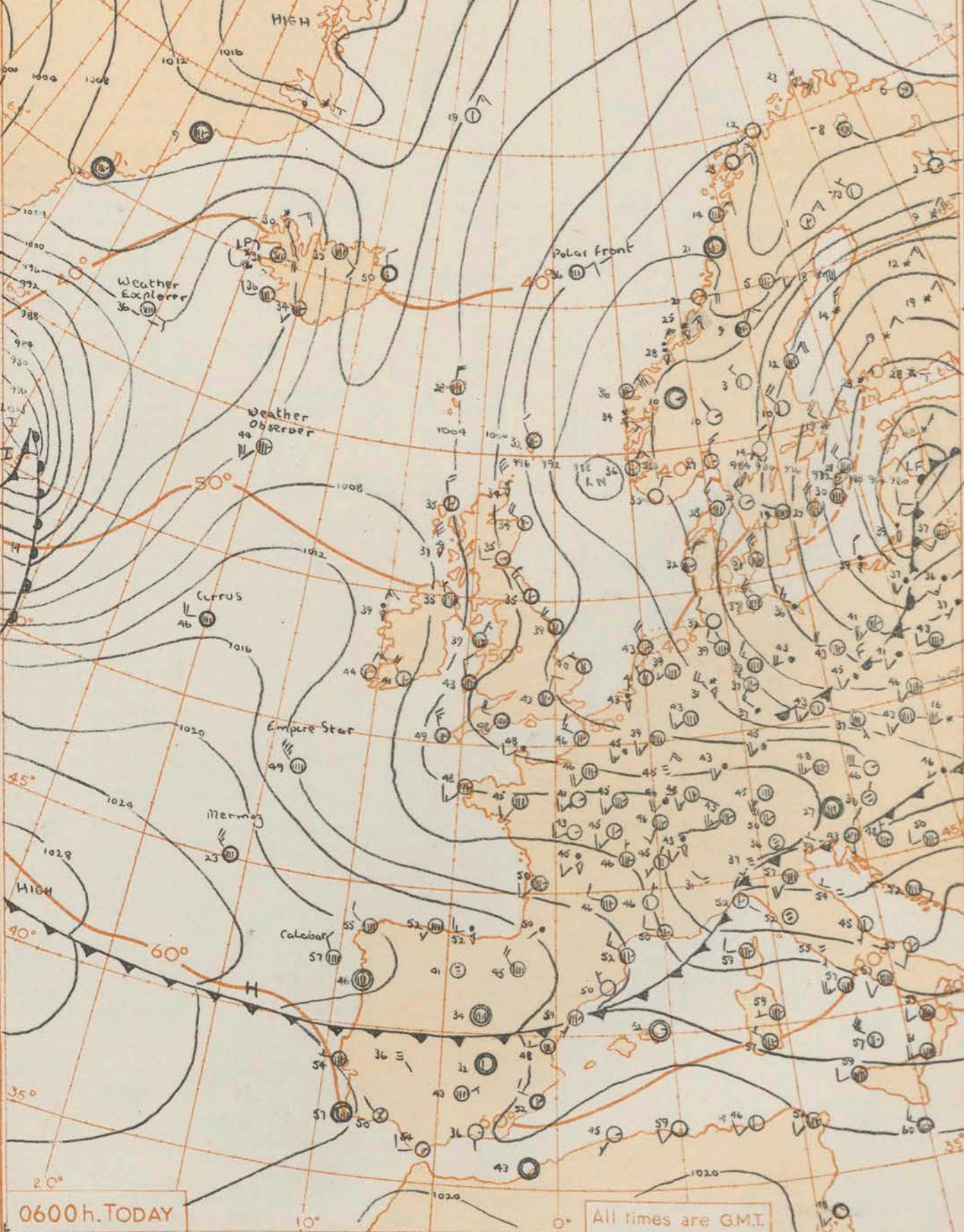


# CHART OF WEATHER IN PART OF NORTHERN HEMISPHERE





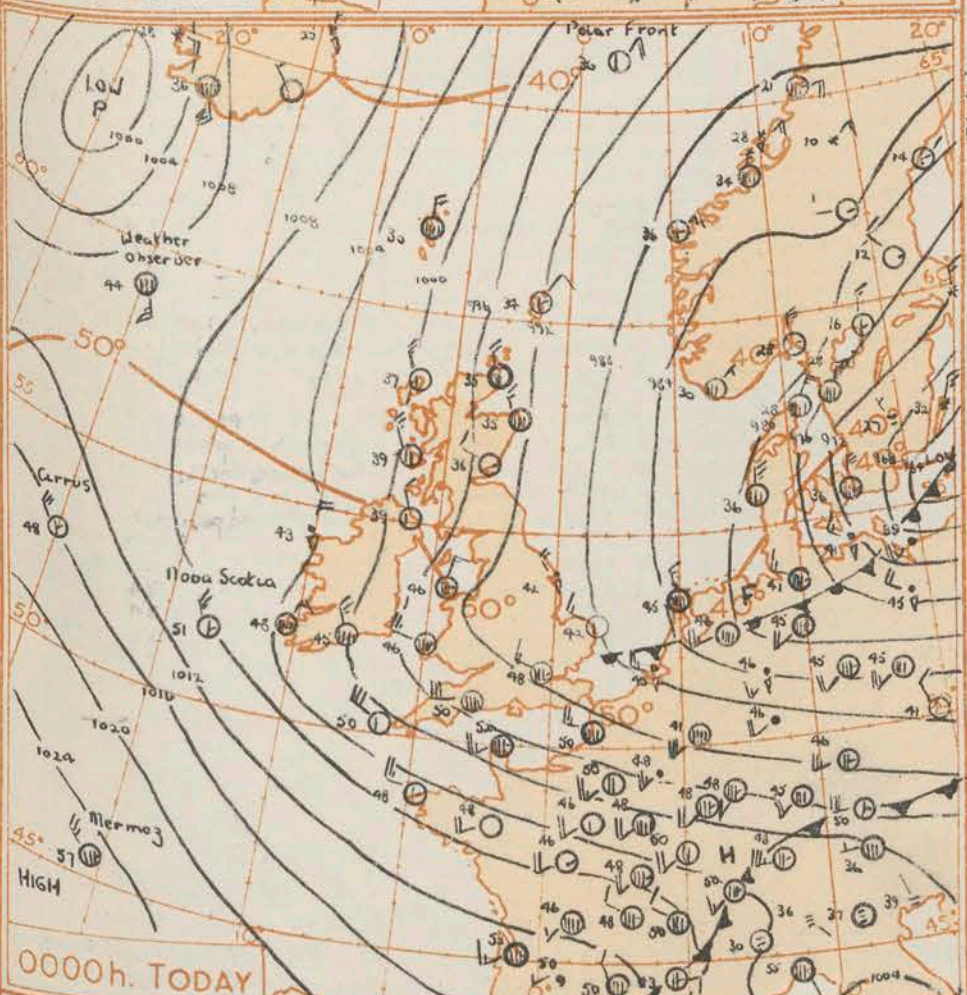
Mean Sea surface isotherms for  
DECEMBER are shown thus —50°—  
SCALE 1:2x10<sup>7</sup>  
Nautical Miles 0 1 2 3 4 500  
Statute Miles 0 1 2 3 4 500



0600h. TODAY

All times are GMT.

1800h. YESTERDAY



0000h. TODAY

### GENERAL SYNOPSIS DEVELOPMENT

The depression off Scotland yesterday filled and moved south as a trough across the British Isles while another centre developed in the North Sea and moved off northeastwards. A ridge in the Atlantic is moving quickly east but is expected to collapse as a new depression in the Atlantic moves quickly east bringing its frontal system across much of the British Isles during the night.

Issued at midday today Monday 9th December 1957

**FORECAST FOR BRITISH ISLES until noon tomorrow**  
Bright periods and scattered showers at first but a belt of rain crossing main areas followed by renewed showery conditions. Rather cold. Renewed gales from the south and south west tonight becoming mostly westerly during the morning.

**OUTLOOK FOR the following 24 hours.**  
Changeable



## Page

PagePage

Page

Page

Page



THE DAILY WEATHER REPORT  
OF THE METEOROLOGICAL OFFICE, LONDON

Date of Issue Tuesday 10<sup>th</sup> December 1957

No. 35082

OBSERVATIONS at 12h. G.M.T. 9th December 1957

OBSERVATIONS at 18h. G.M.T. 5th December 1957

## OBSERVATIONS during DAY

[illegible]

## 12h. Ships Reports

### 18h. Ships Reports

Code F.M.21.A		12h. Ships Reports																				18h. Ships Reports																											
Ship	LAT.	LONG.	Total Cloud	Wind		Weather		Bar at M.S.L.	Dry Bulb Temp.	Cloud					Course		Bar	Temp.	Waves			Ship	LAT.	LONG.	Total Cloud	Wind		Weather		Bar at M.S.L.	Dry Bulb Temp.	Cloud					Course		Bar	Temp.	Waves								
				Direction	Speed	Visibility	Present			Past	Amount	Low	Height	Medium	High	Direction			Speed	Character	Change in 3 hours					Sea	Dew Point	Direction	Period			Height	Direction	Speed	Character	Change in 3 hours	Sea	Dew Point			Direction	Period	Height						
				LsLsLs	LoLoLo	N	dd			#	VV	ww	W	PPP	TT	Nh			CL	h	CM					CH	Ds	Vs	+			pp	TsTs	TdTd	dwdw	Pw	Hw	LsLsLs			LoLoLo	N	dd	#	VV	ww	W	PPP	TT
CIRRUS	524	199	8	18	36	50	63	8	892	48	4	7	4	2	-	4	1	7	70	54	46	18	4	4	CIRRUS	524	198	7	27	41	50	25	6	892	50	6	5	4	6	-	6	1	6	45	53	45	21	5	9
WEATHER OBSERVER	530	190	8	26	10	98	80	8	908	42	5	2	5	7	-	5	1	7	43	58	33	23	3	5	WEATHER OBSERVER	529	191	8	16	30	97	61	8	824	49	3	8	5	2	-	6	1	6	45	53	45	21	5	9
POLAR FRONT	660	020E	6	07	04	99	15	8	974	32	6	9	4	-	-	0	0	4	00	64	25	07	3	3	MERMOZ	433	164	7	25	20	70	02	2	775	55	7	10	5	-	-	0	0	7	74	57	41	18	2	6
CUMULUS	613	319	8	07	30	75	02	2	926	37	3	1	5	0	-	6	1	7	31	56	28	15	6	4	POLAR FRONT	640	020E	5	29	17	82	02	8	953	34	3	9	4	-	-	0	0	7	74	57	41	18	2	6
U.S. SHIP 'C'	528	355	8	32	35	69	02	5	001	40	8	2	4	-	-	0	0	2	63	56	36	74	5	1	CUMULUS	617	325	9	04	36	65	15	2	877	39	5	9	4	5	-	5	1	6	23	54	30	05	4	8
U.S. SHIP 'D'	420	410	8	25	28	69	02	2	260	61	1	1	5	3	7	0	0	2	10	00	35	24	3	6	U.S. SHIP 'C'	528	355	8	32	42	65	02	2	030	39	8	10	5	-	-	0	0	2	15	55	34	75	5	6
WEATHER EXPLORER	613	284	8	09	25	98	02	2	948	34	2	1	4	2	-	3	4	7	26	55	32	28	2	7	U.S. SHIP 'D'	440	410	8	25	34	69	02	2	254	61	8	5	5	-	-	0	0	2	05	01	58	24	3	9
EMPIRE STAR	496	138	8	32	37	96	02	1	155	50	8	7	4	-	-	8	4	8	10	56	46	32	5	2	WEATHER EXPLORER	608	266	8	07	37	58	02	2	822	42	2	7	3	2	-	3	3	7	61	53	31	23	4	4
CORRALES	505	099	1	32	18	99	01	0	132	48	1	1	4	0	-	1	5	4	00	34	33	32	3	4	REGENT HAWK	415	137	8	24	11	97	02	2	140	53	8	8	5	-	-	1	3	7	25	53	42	31	8	8
MANCHESTER PORT	913	247	8	22	44	94	63	6	006	50	8	6	3	-	-	2	4	7	65	55	50	21	5	7	MARENGO	560	177	8	16	30	96	63	2	803	41	8	1	8	-	-	1	3	7	25	53	42	31	8	8
All times of observation are in local time.																																																	

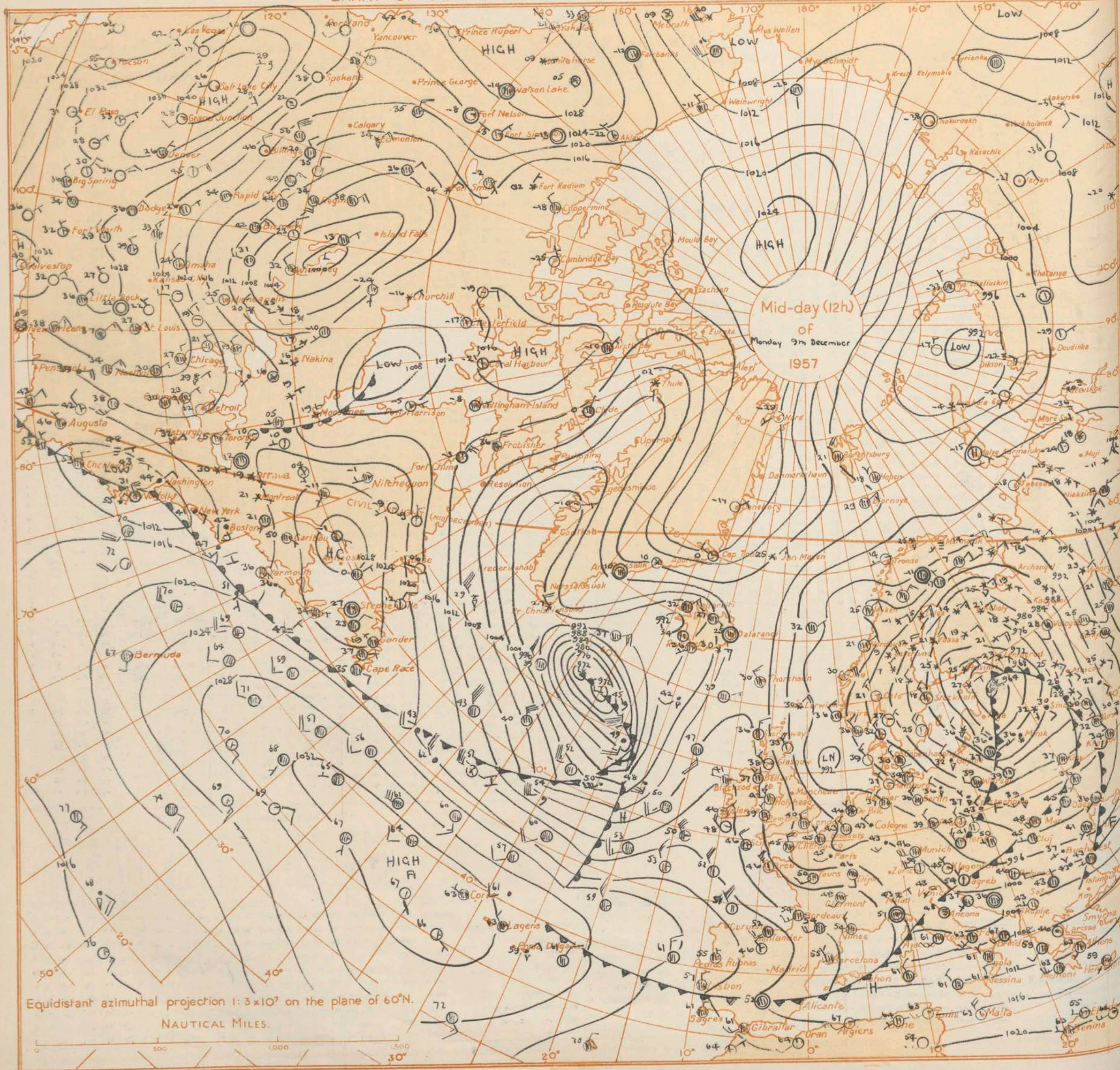
times of observation printed in this publication are GREENWICH MEAN TIME.

\* Information not usually received.

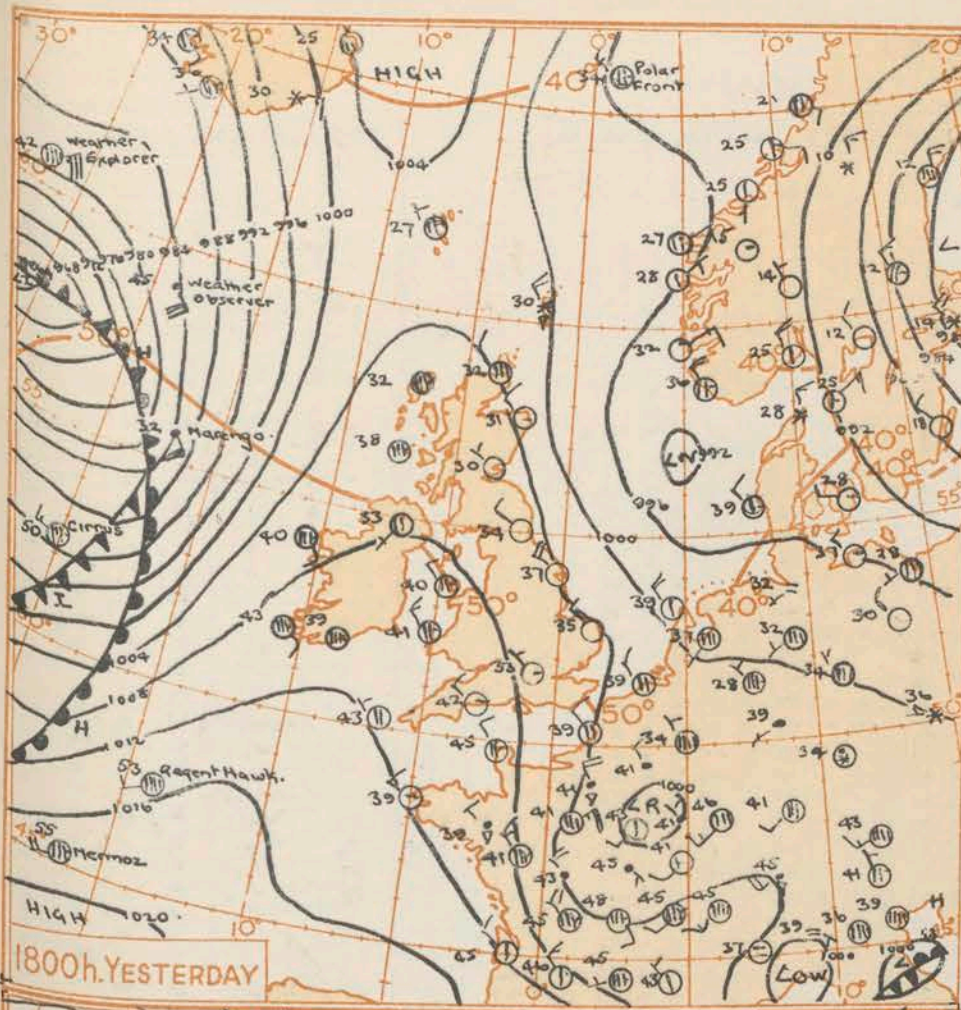
SIR GRAHAM SUTTON, C.B.E., D.Sc., F.R.S., Director General. Meteorological Office, Air Ministry, Kingsway, London, W.C.2.



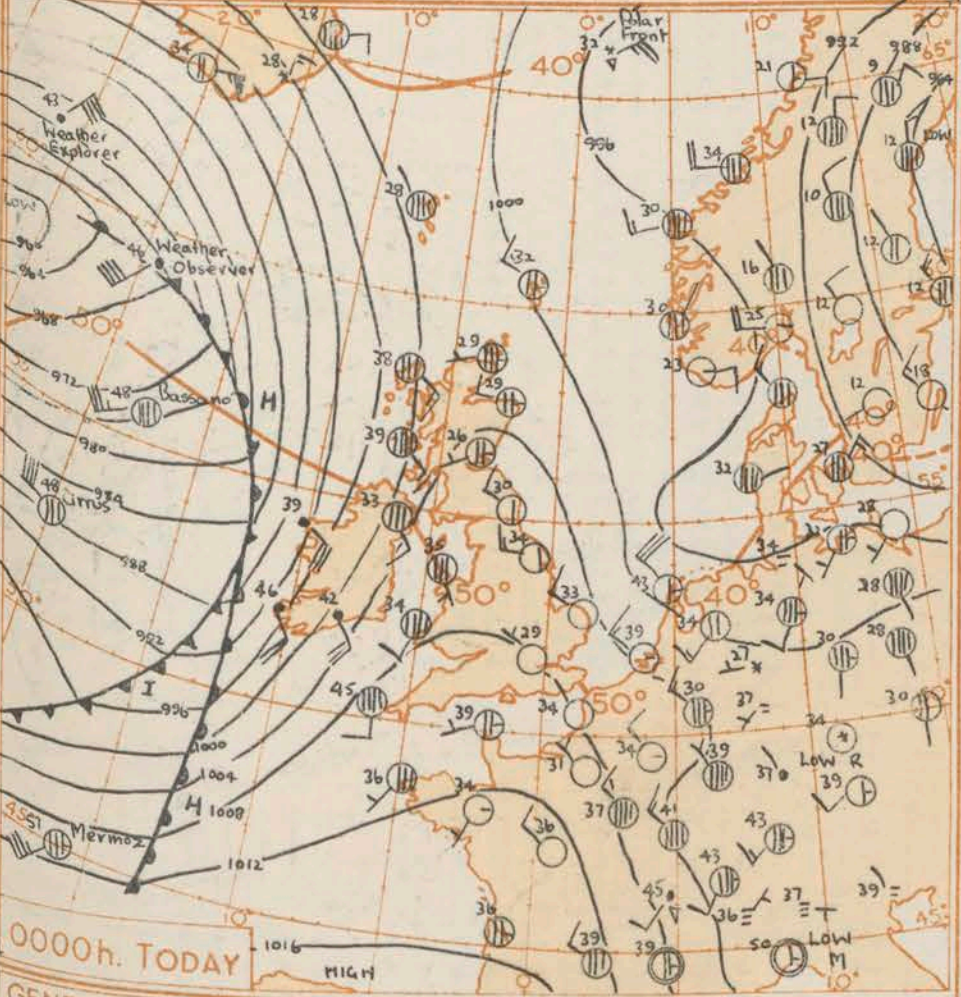
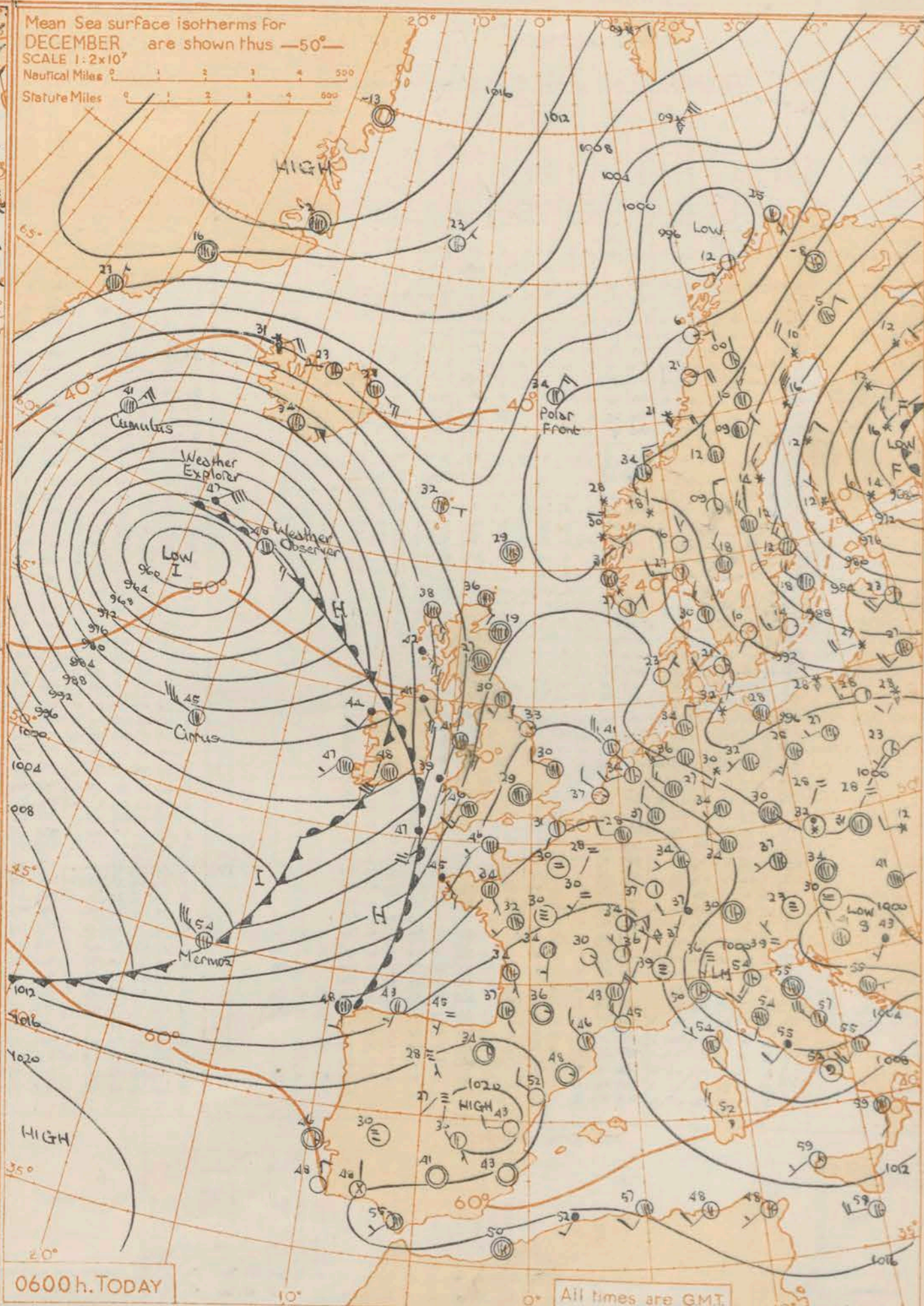
# CHART OF WEATHER IN PART OF NORTHERN HEMISPHERE







Mean Sea surface isotherms for  
DECEMBER are shown thus —50°—  
SCALE 1:2x10<sup>7</sup>  
Nautical Miles 0 1 2 3 4 500  
Statute Miles 0 1 2 3 4 500



### GENERAL SYNOPTIC DEVELOPMENT

A ridge moved across the British Isles and the depression in the Atlantic moved rather more slowly than expected. The main Atlantic frontal system has moved into western districts. The main Atlantic is expected to move southeast into Northern Ireland while a new centre moves into France.

Issued at midday

today Tuesday 10th December 1957

### FORECAST FOR BRITISH ISLES until noon tomorrow

A belt of rain will move across southern and central England and Northern Ireland with scattered showers in most places tomorrow. In northern England, southern and central Scotland there will be a period of rain which may turn to snow or sleet giving slight or moderate falls mainly on high ground. In north east Scotland it will be cloudy but mainly dry.

### OUTLOOK FOR the following 24 hours.

Probably rather cold with occasional rain but snow at times in the north

All times are GMT.



THE DAILY WEATHER REPORT  
OF THE METEOROLOGICAL OFFICE, LONDON

[illegible]

00h. Ships Reports																				06h. Ships Reports																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
Code F M 21-A		LAT.	LONG.	Total Cloud	Wind		Weather		Bar at M.S.L.	Dry Bulb Temp.	Cloud				Course		Bar	Temp.	Waves				Ship	LAT.	LONG.	Total Cloud	Wind		Weather		Bar at M.S.L.	Dry Bulb Temp.	Cloud				Course		Bar	Temp.	Waves																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
Ship	Direction				Speed	Visibility	Present	Past			Amount	Low	Height	Medium	High	Direction			Speed	Character	Change in 3 hours	Sea					Dew Point	Direction	Period	Height			Direction	Speed	Character	Change in 3 hours	Sea	Dew Point			Direction	Period	Height	Direction	Speed	Character	Change in 3 hours	Sea	Dew Point	Direction	Period	Height																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								</

RATES of SUBSCRIPTION : Single copy 2d. or post free 4d. One calendar month 9/-; One quarter 24/-; One year 95/-. For special arrangements for supply to schools and colleges, see Form 2452.

\* Information not usually received.

H.M.S.O. Press, M.O. Dunstable.



THE DAILY WEATHER REPORT  
OF THE METEOROLOGICAL OFFICE, LONDON

Date of Issue... Wednesday 11<sup>th</sup> December 1957

times of observation printed in this publication are GREENWICH MEAN TIME.

\* Information not usually received.

SIR GRAHAM SUTTON, C.B.E., D.Sc., F.R.S., Director General, Meteorological Office, Air Ministry, Kingsway, London, W.C.2.



CHART OF WEATHER IN THE NORTH ATLANTIC

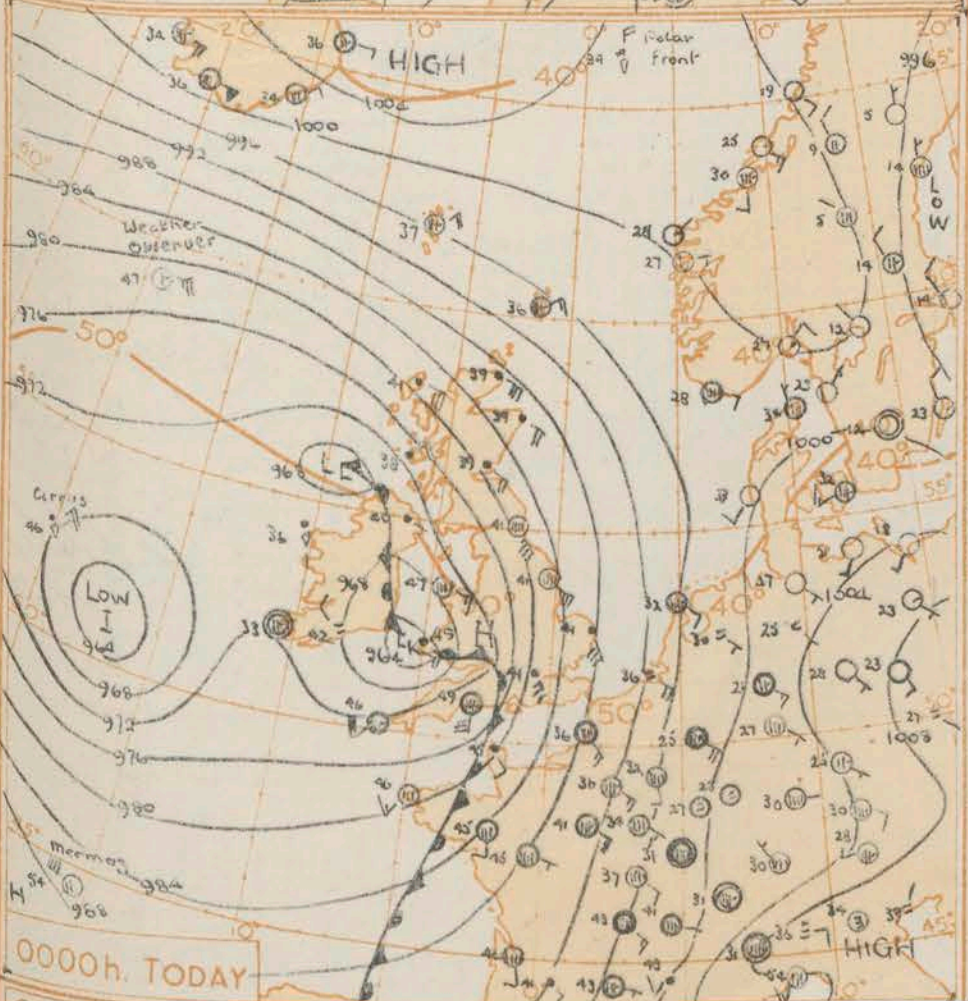
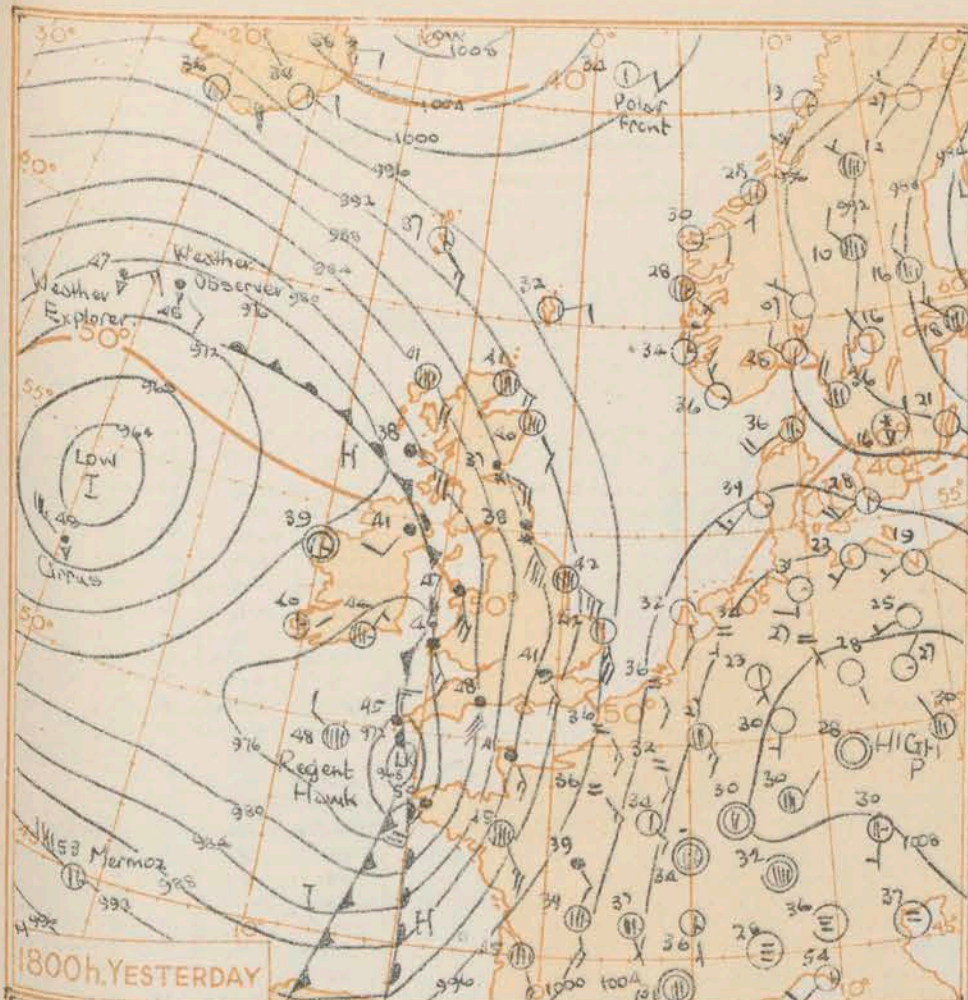
Mid-day (12h) of Tuesday 10th December 1957

Equidistant azimuthal projection 1:3x10<sup>7</sup> on the plane of 60°N.  
NAUTICAL MILES.

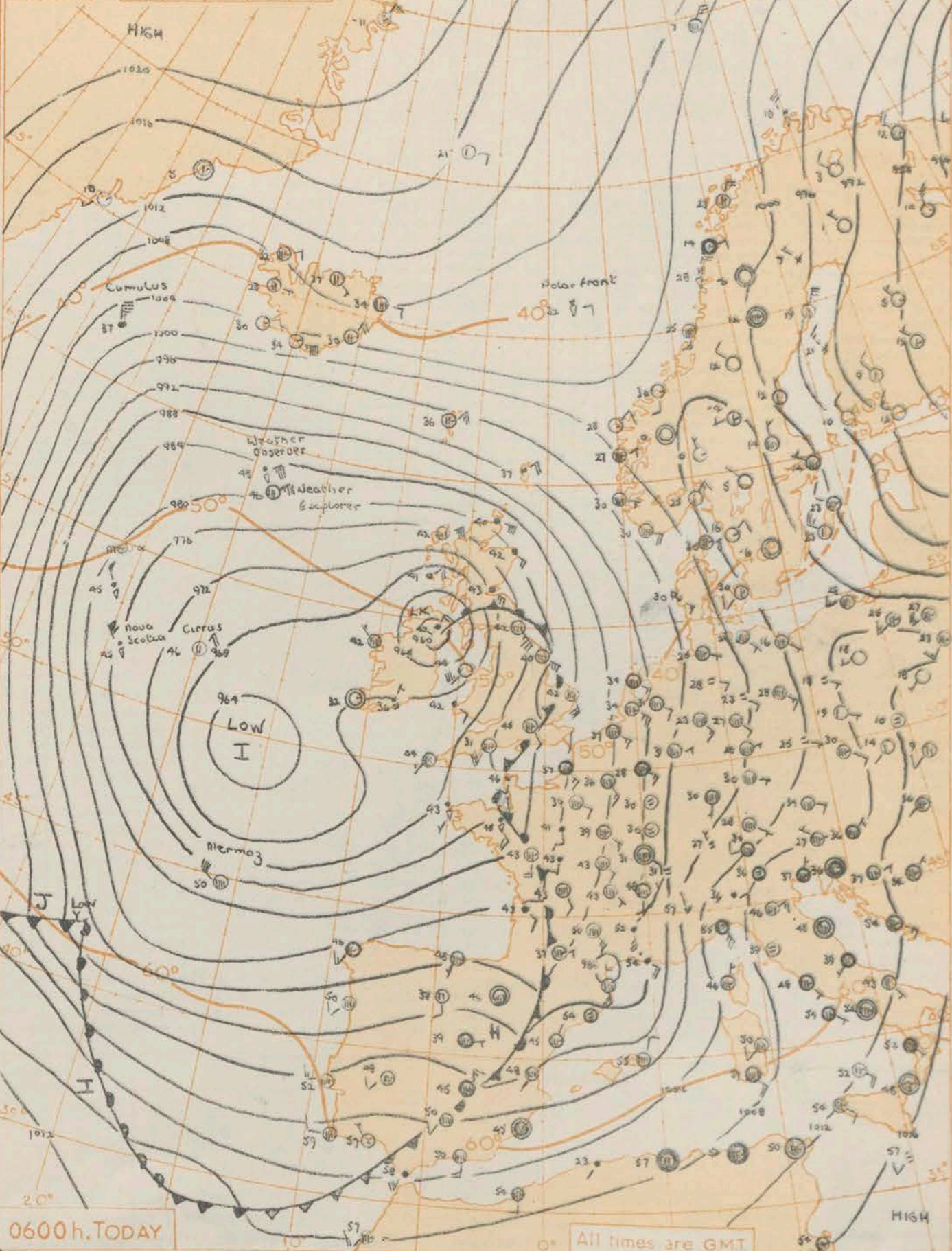
NAUTICAL MILES.

NAUTICAL MILES.





Mean Sea surface isotherms for  
DECEMBER are shown thus —50°—  
SCALE 1:2x10<sup>7</sup>  
Nautical Miles  
Statute Miles



#### GENERAL SYNOPSIS DEVELOPMENT

Strengthening upper winds in mid-Atlantic turned the low to west of Scotland southward and is now expected to move into France with a wave disturbance moving across Spain into the Mediterranean. A small but intense depression developed near Ushant and moved north across the Irish Sea to northern Ireland overnight. The centre will move northwest and slow down probably drifting south later with some filling.

Issued at midday

today Wednesday 11 December 1957

#### FORECAST FOR BRITISH ISLES until noon tomorrow

Cloudy or dull weather with some rain or showers is likely in all areas with snow or sleet at times over high ground in the north. The rain will become occasional and some breaks in the cloud are expected in places tonight and tomorrow over England and Wales. Temperatures will be near or below average. Gales will persist in northern Scotland but moderate elsewhere.

#### OUTLOOK FOR following 24 hours:-

Probably rather cold with occasional rain in the east. Brighter in the west with scattered showers. Snow over high ground in the north.





## 06h. Ships Reports

\* Information not usually received.

H.M.S.O. Press, M.O. Dunstable.



## OBSERVATIONS at 12h. G.M.T.

11th December 1957

## OBSERVATIONS at 18h. G.M.T.

17th December 1957

## OBSERVATIONS during DAY

[illegible]

## 12h. Ships Reports

Code F.M. 21.A		12h. Ships Reports																											
Ship	LAT.	LONG.	Total Cloud	Wind Direction	Speed	Visibility	Weather		Bar at M.S.L.	Dry Bulb Temp.	Cloud					Course		Bar	Temp.	Waves									
							Present	Past			Amount	Low	Height	Medium	High	Direction	Speed			Character c	Change in 3 hours	Sea	Down Point	Direction	Period	Height			
	LatLg	LoLo	N	dd	k	VV	ww	W	PPP	TT	Nh	CL	H	CM	CH	Ds	Vs	a	pp	TsTaTd	dwdw	Pw	Hw						
WEATHER OBSERVER	522	195	5	08	40	98	02	8	30.3	45	5	2	5	-	-	0	0	2	35	36	35	57	3	3					
CIRROS	524	199	3	01	27	70	01	8	77.1	50	3	9	5	0	0	8	1	2	27	50	30	32	6	3					
MAZMOZ	447	158	7	29	39	60	81	8	77.4	50	7	9	4	-	-	0	1	7	05	60	45	75	5	8					
POLAR FRONT	660	0206	3	26	07	89	13	8	073	34	2	9	5	5	3	0	0	1	15	61	20	44	4	2					
CUMULUS	623	329	8	34	42	65	02	6	088	37	7	9	3	-	-	8	1	2	25	60	30	86	4	2					
U.S. SHIP 'C'	328	355	8	36	22	65	02	2	196	40	6	5	6	0	6	0	0	2	24	60	28	83	5	1					
U.S. SHIP 'B'	440	410	8	23	18	63	51	5	226	59	8	7	4	-	-	0	0	2	15	00	57	30	4	5					
U.S. SHIP 'B'	565	510	8	16	10	63	02	2	247	32	8	5	4	-	-	0	0	7	7	55	23	15	3	2					
U.S. SHIP 'E'	350	480	6	14	10	63	02	2	284	59	6	4	5	-	-	0	0	1	05	51	64	14	4	4					
WEATHER EXPLORER	380	710	7	04	50	98	01	2	874	44	5	2	4	0	1	3	3	2	34	57	43	54	6	5					
ALICE																													

### 18h. Ships Reports

Ship	LAT.	LONG.	Wind			Weather		Bar at M.S.L.	Dry Bulb Temp.	Cloud				Course		Bar	Temp.		Waves					
			Total Cloud	Direction	Speed	Visibility	Present			Past	Amount	Low	Height	Medium	High	Direction	Speed	Character <sup>c</sup> Change in 3 hours	Sea	Dew Point	Direction	Period	Height	
Lalala	LoLoLo	N	dd	H	VV	ww	W	PPP	TT	Nh	CL	n	CM	CH	Dz	Vs	a	pp	TsTs	TdTd	dewdw	Pw	Hs	
WEATHER OBSERVER	990	193	7	04	34	98	15	8	971	42	5	9	5	0	2	1	1	2	41	59	32	54	3	6
CLOUDS	526	200	7	01	45	60	25	8	806	50	7	9	4	0	2	4	2	3	24	53	41	03	4	4
HERMEL	445	162	7	32	41	60	03	8	749	54	6	9	4	6	3	4	4	3	22	55	45	81	9	9
POLAR FRONT	660	020	4	13	12	99	02	8	089	38	4	9	5	-	-	0	0	3	15	57	27	13	3	2
CUMULUS	618	325	7	32	32	70	02	2	129	36	6	8	4	0	2	7	1	1	17	57	27	84	4	4
U.S. SHIP "C"	528	355	8	34	36	65	02	2	233	41	6	5	4	0	0	0	0	2	27	54	32	83	5	1
U.S. SHIP "D"	440	410	8	07	07	37	51	5	299	56	8	6	4	-	-	0	0	7	07	02	55	33	5	5
WEATHER EXPLORER	575	153	8	03	55	97	02	2	878	44	8	5	4	-	0	3	3	2	10	57	44	09	4	7
WEATHER RECORDER	538	153	4	35	26	98	02	8	726	80	3	2	5	7	0	5	3	24	54	44	49	-	7	
CLAN MACRAE	477	072	5	17	25	98	14	2	676	50	5	7	4	0	0	1	4	4	00	50	43	77	7	7

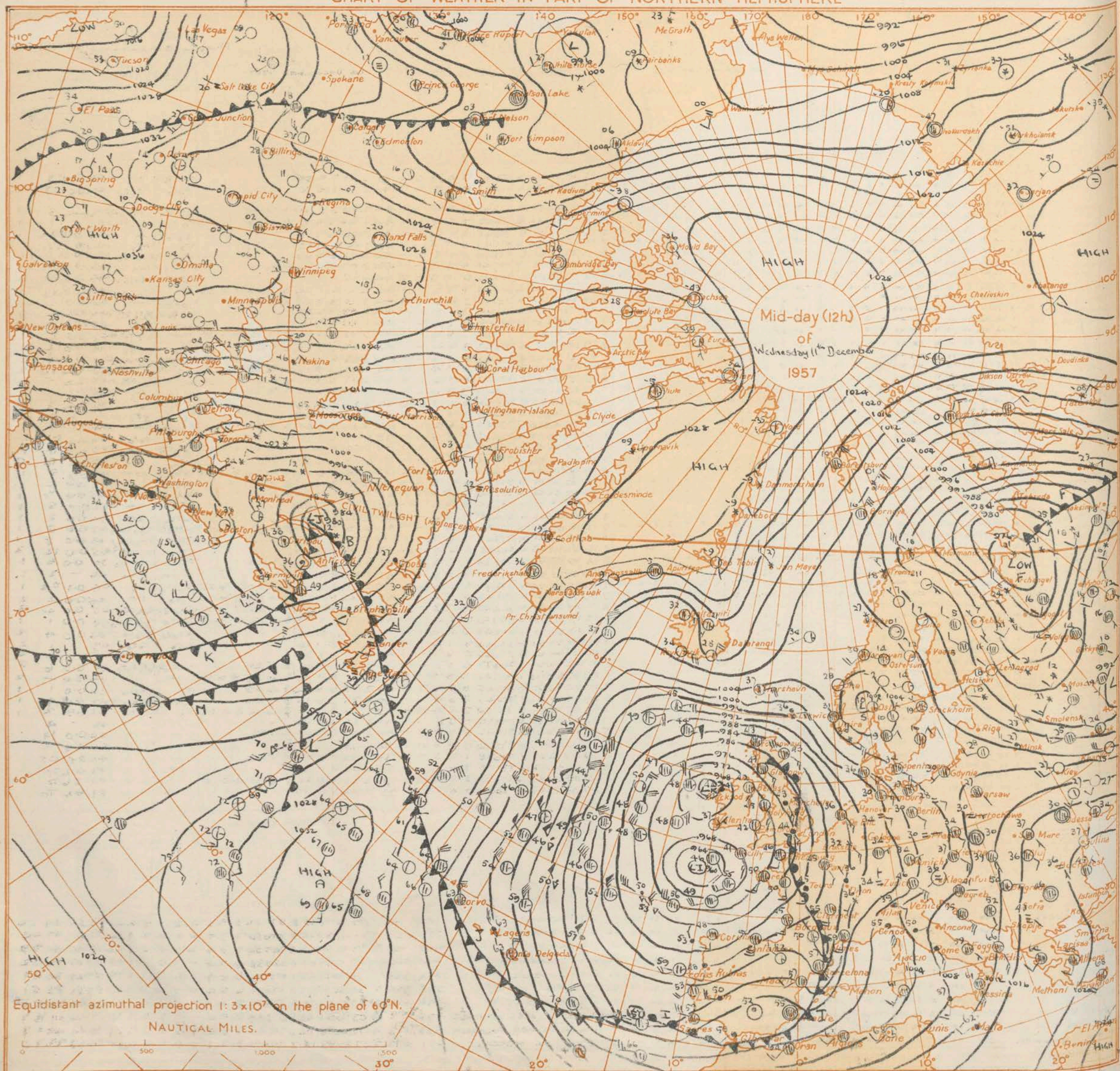
All times of observation printed in this publication are GREENWICH MEAN TIME.

\* Information not usually received.

SIR, GRAHAM SUTTON, C.B.E., D.Sc., F.R.S., Director General, Meteorological Office, Air Ministry, Kingsway, London, W.C.2

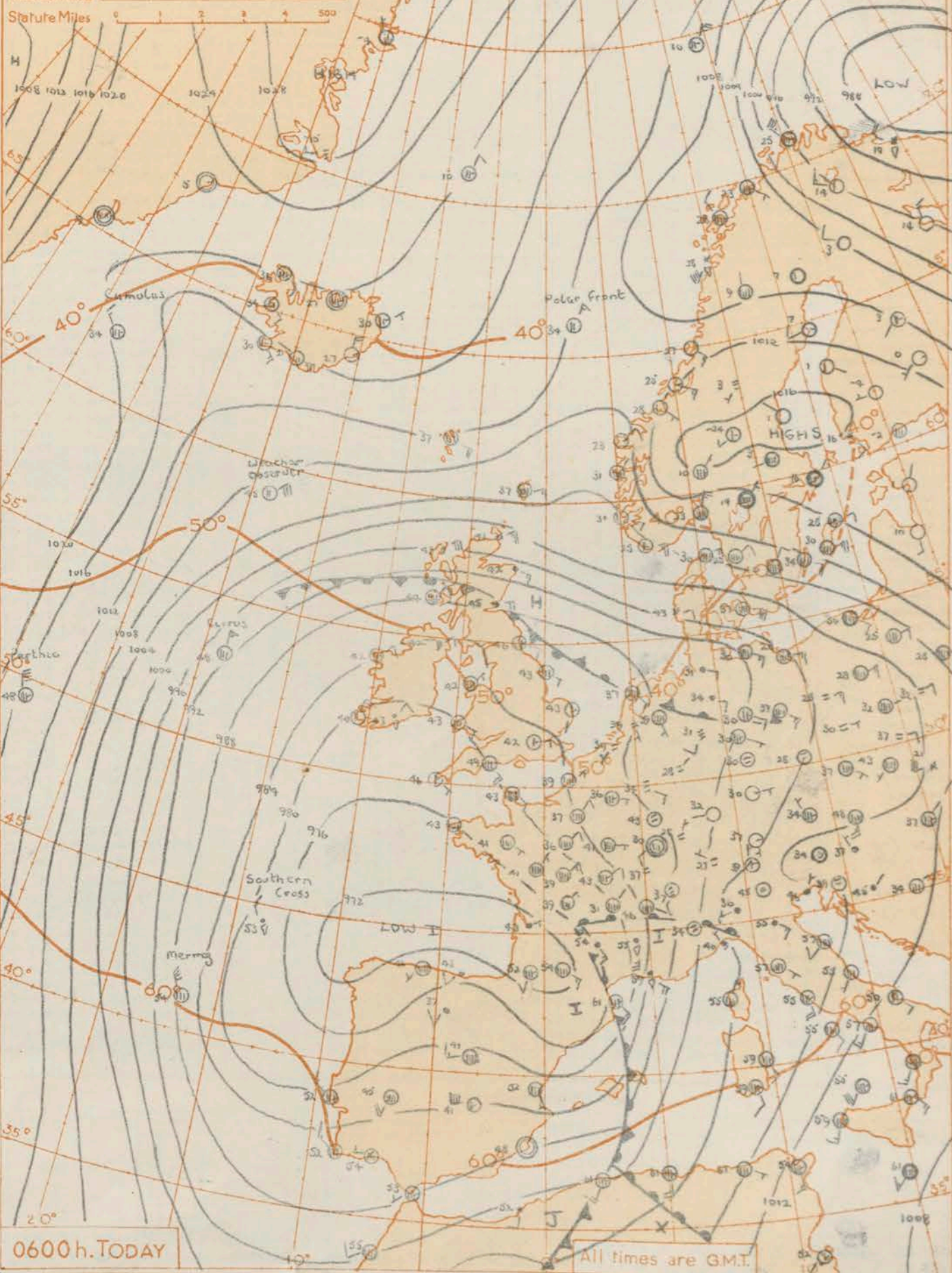


# CHART OF WEATHER IN PART OF NORTHERN HEMISPHERE





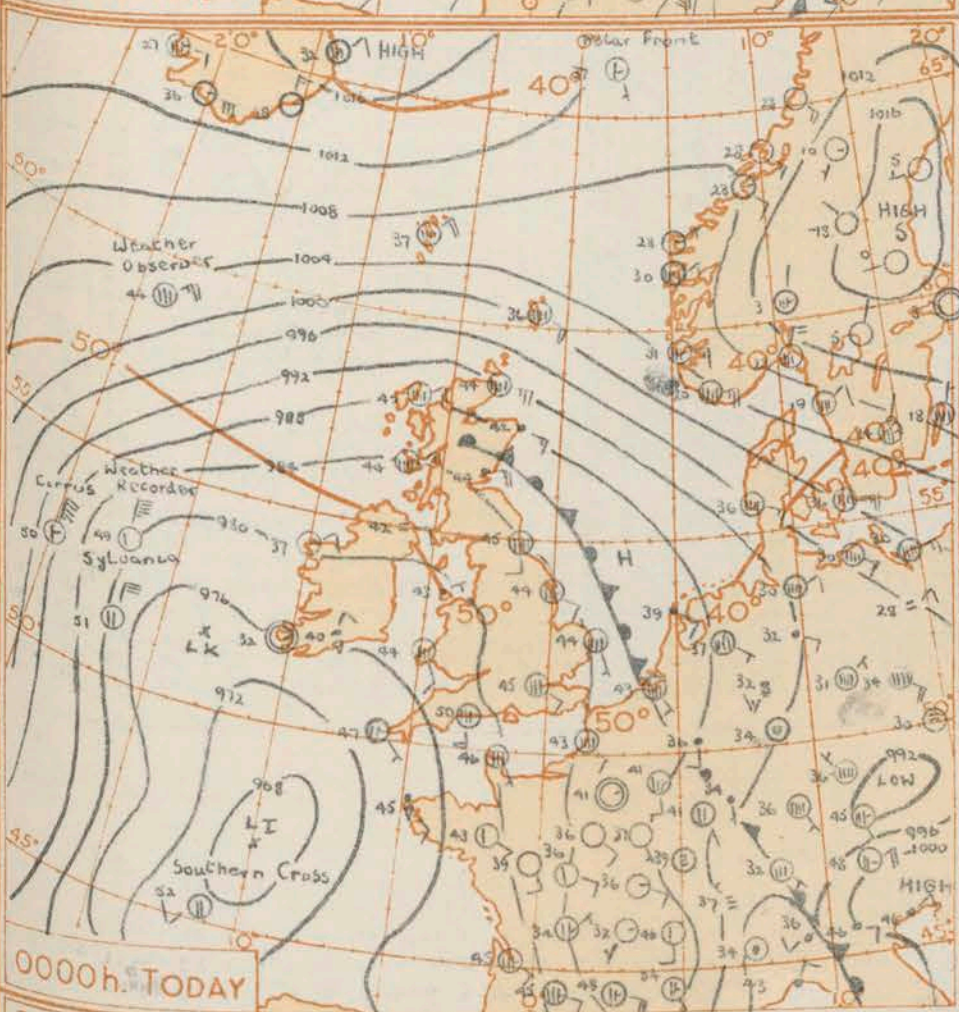
Mean Sea surface isotherms for  
DECEMBER are shown thus —50°—  
SCALE 1:2x10<sup>7</sup>  
Nautical Miles 0 1 2 3 4 500  
Statute Miles 0 1 2 3 4 500



0600h. TODAY

All times are GMT.

1800h. YESTERDAY



0000h. TODAY

### GENERAL SYNOPSIS DEVELOPMENT

A complex low pressure system extending across Ireland to about 300 miles to the south west yesterday has moved into Biscay and the Pyrenees and is now expected to become a slow moving system over France. An associated front will move north across France into the English Channel area. An occlusion over Scotland will move slowly south into northern England.

Issued at midday today Thursday 12th December 1957

### FORECAST FOR BRITISH ISLES until noon tomorrow

A belt of rain over Scotland will move into northern England followed by occasional sleet or snow especially in eastern Scotland. Mainly cloudy elsewhere with a little rain or sleet in places, but more general rain is expected for a time in southern counties of England. North easterly will become generally strong with gales in exposed areas.

### OUTLOOK FOR following 24 hours:-

Mainly cloudy and rather cold with occasional rain or sleet in eastern and central areas and snow over hills. Mainly dry in the Shetland Isles.



THE DAILY WEATHER REPORT  
OF THE METEOROLOGICAL OFFICE, LONDON

00h. Ships Reports																				06h. Ships Reports																																																						
Code FM 21.A		LAT.	LONG.	Total Cloud	Wind		Weather		Bar at M.S.L.	Dry Bulb Temp.	Cloud				Course		Bar	Temp.	Waves			Ship	LAT.	LONG.	Total Cloud	Wind		Weather		Bar at M.S.L.	Dry Bulb Temp.	Cloud				Course		Bar	Temp.	Waves			Ship																															
Ship	Direction				Speed	Visibility	Present	Past			Amount	Low	Height	Medium	High	Direction			Speed	Character °	Change in 3 hours					Sea	Dew Point	Direction	Period			Height	Direction	Speed	Visibility	Present	Past			Amount	Low	Height		Medium	High	Direction	Speed	Character °	Change in 3 hours	Sea	Dew Point	Direction	Period	Height																				
																																																							Lat	Long	N	dd	ft	vv	ww	W	PPP	TT	Nh	CL	h	CM	CH	Ds	Vs	a	pp	Ts
WEATHER OBSERVER	590	191	6	06	27	98	25	E	015	45	6	2	5	0	0	0	2	31	57	30	54	3	6	WEATHER OBSERVER	589	191	4	06	28	99	03	1	058	45	4	2	5	0	0	0	2	29	56	32	54	3	2	WEATHER OBSERVER	589	191	4	06	28	99	03	1	058	45	4	2	5	0	0	0	2	29	56	32	54	3	2			
CIRRUS	526	200	3	36	47	60	25	2	900	50	3	9	4	0	0	8	2	0	11	53	41	51	4	4	CIRRUS	529	188	6	36	49	60	02	8	944	48	6	9	4	0	2	2	3	2	29	55	43	51	4	6	CIRRUS	529	188	6	36	49	60	02	8	944	48	6	9	4	0	2	2	3	2	29	55	43	51	4	6
POLAR FRONT	660	020E	3	16	03	99	02	0	114	37	1	1	5	0	5	0	0	2	07	58	21	15	2	2	POLAR FRONT	660	020E	4	03	14	98	26	8	122	34	4	9	4	0	0	0	0	2	08	61	31	49	-	2	POLAR FRONT	660	020E	4	03	14	98	26	8	122	34	4	9	4	0	0	0	0	2	08	61	31	49	-	2
MEERMOZ	431	161	7	30	40	63	82	1	818	52	7	8	5	-	-	4	6	2	33	59	48	81	5	0	MEERMOZ	414	168	6	33	40	97	25	8	865	54	6	9	5	0	0	5	6	2	22	57	48	79	5	4	MEERMOZ	414	168	6	33	40	97	25	8	865	54	6	9	5	0	0	5	6	2	22	57	48	79	5	4
CUMULUS	619	341	5	31	25	70	03	1	158	36	4	5	4	4	0	7	1	1	12	58	-	33	4	7	CUMULUS	620	332	7	31	14	75	02	2	182	34	7	5	5	0	0	3	1	1	08	60	19	31	4	6	CUMULUS	620	332	7	31	14	75	02	2	182	34	7	5	5	0	0	3	1	1	08	60	19	31	4	6
U.S. SHIP "C"	528	355	3	34	16	65	02	1	266	40	3	5	5	0	0	0	0	2	14	55	28	83	0	0	U.S. SHIP "C"	528	355	6	27	08	69	02	1	271	41	6	5	5	0	0	0	4	00	54	30	33	5	-	U.S. SHIP "C"	528	355	6	27	08	69	02	1	271	41	6	5	5	0	0	0	4	00	54	30	33	5	-		
U.S. SHIP "D"	440	410	2	16	06	69	01	1	313	59	2	5	4	0	0	0	0	1	02	00	56	16	5	4	U.S. SHIP "D"	440	410	8	18	09	69	02	2	305	61	8	5	5	-	-	0	0	6	03	03	58	49	-	2	U.S. SHIP "D"	440	410	8	18	09	69	02	2	305	61	8	5	5	-	-	0	0	6	03	03	58	49	-	2
WEATHER RECORDER	531	171	2	36	43	99	01	8	804	49	2	1	5	0	0	5	4	3	44	56	46	86	-	1	WEATHER RECORDER	530	181	2	01	39	99	02	8	918	50	2	2	4	0	0	5	3	3	51	55	44	82	5	-	WEATHER RECORDER	530	181	2	01	39	99	02	8	918	50	2	2	4	0	0	5	3	3	51	55	44	82	5	-
SYLVANIA	514	167	4	36	32	97	01	6	784	51	4	1	4	0	0	6	2	55	53	47	-	-	-	PARTHIA	494	286	7	34	40	97	02	2	178	48	7	3	4	-	-	2	5	4	00	59	36	84	-	1	PARTHIA	494	286	7	34	40	97	02	2	178	48	7	3	4	-	-	2	5	4	00	59	36	84	-	1	
SOUTHERN CROSS	454	113	4	23	10	98	15	8	679	52	3	3	4	7	0	5	6	1	10	54	41	23	2	3	SOUTHERN CROSS	443	133	3	34	17	98	81	8	765	53	3	3	5	0	0	5	6	2	50	53	45	80	-	7	SOUTHERN CROSS	443	133	3	34	17	98	81	8	765	53	3	3	5	0	0	5	6	2	50	53	45	80	-	7



No. 35085

OBSERVATIONS at 12h. G.M.T. 12<sup>th</sup> December 1957

OBSERVATIONS at 18h. G.M.T. 12<sup>th</sup> December 1957

## OBSERVATIONS during DAY

[illegible]

## 12h. Ships Reports

### 18h. Ships Reports

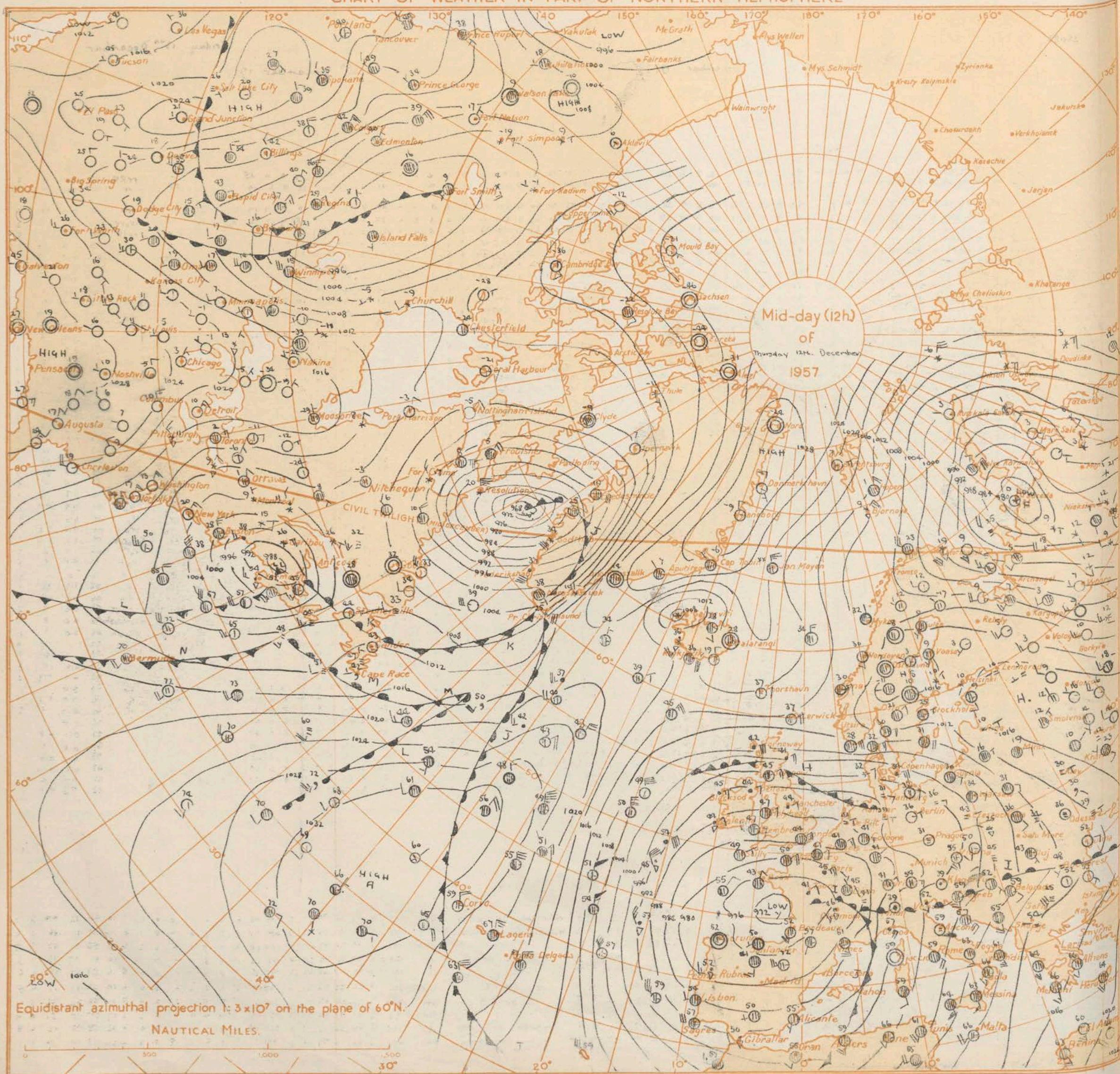
Code F.M.21,A	12h. Ships Reports																				Code F.M.21,B	10h. Ships Reports																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
Ship	LAT.	LONG.	Total Cloud	Wind Direction	Speed	Visibility	Weather		Bar as M.S.L.	Dry Bulb Temp.	Cloud					Course	Bar	Temp.	Waves	Ship	LAT.	LONG.	Total Cloud	Wind Direction	Speed	Visibility	Weather		Bar as M.S.L.	Dry Bulb Temp.	Cloud					Course	Bar	Temp.	Waves																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
							Present	Past			Amount	Low	Height	Medium	High												Direction	Speed			Character	Change in 3 hours	Sea	Dew Point	Direction					Period	Height	Present	Past	Amount	Low	Height	Medium	High	Direction	Speed	Character	Change in 3 hours	Sea	Dew Point	Direction	Period	Height																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
							N	dd			ff	VV	ww	W	PPP												TT	Nh			CL	h	CM	CH	Ds					Vs	a	pp	Ts	Td	Td	dwdw	Pw	Hw	N	dd	ff	VV	ww	W	PPP	TT	Nh	CL	h	CM	CH	Ds	Vs	a	pp	Ts	Td	Td	dwdw	Pw	Hw																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
WEATHER OBSERVER	588	192	6	02	27	99	14	8	116	45	6	2	4	0	0	0	2	31	53	36	05	3	8	WEATHER OBSERVER	587	193	6	03	18	99	01	2	159	45	6	8	6	0	2	0	0	0	18	56	22	04	3	7																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
WEATHER RECORDER	528	186	2	34	39	99	02	8	026	49	2	3	4	0	0	5	3	51	55	46	84	-	2	WEATHER RECORDER	529	187	6	35	39	99	02	2	084	49	4	2	5	6	-	0	1	0	0	55	42	26	0	0																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
MERMOZ	404	180	5	23	39	97	25	8	962	57	5	9	5	0	0	4	6	1	32	55	48	82	6	9	MERMOZ	403	178	6	33	45	97	02	1	002	56	6	9	5	0	0	6	2	0	32	56	50	83	6	5																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
POLAR FRONT	660	020E	6	36	14	99	02	8	136	34	4	9	4	6	3	0	0	1	01	61	30	49	-	3	POLAR FRONT	660	020E	5	32	16	99	25	8	122	34	5	9	5	-	-	0	0	7	10	61	27	22	3	3																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
CUMULUS	620	330	7	34	04	75	01	2	190	34	4	8	5	7	0	0	0	0	01	58	28	32	4	4	CUMULUS	620	331	7	18	18	80	02	2	164	36	7	8	5	2	0	0	0	5	04	57	23	06	4	6																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
U.S. SHIP "C"	528	355	8	23	15	65	61	2	249	42	8	5	4	-	-	0	0	7	17	53	41	-	-	U.S. SHIP "C"	528	355	8	20	24	56	61	6	198	47	8	0	2	2	-	0	0	6	14	02	47	21	4	5																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
U.S. SHIP "D"	440	410	8	20	10	69	25	2	321	61	7	5	5	0	2	0	0	3	10	01	57	02	5	4	U.S. SHIP "D"	440	410	7	18	18	69	02	2	303	61	7	5	5	0	0	0	0	3	06	02	52	36	5	7																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
U.S. SHIP "E"	350	480	6	18	11	69	02	1	305	70	2	5	5	3	0	0	0	1	22	01	67	18	3	3	U.S. SHIP "E"	350	480	6	01	42	60	80	2	037	48	6	9	4	0	0	0	0	3	06	02	52	36	5	7																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
CIRRUS	527	176	5	01	45	60	02	2	976	50	5	9	4	0	2	2	3	2	18	52	43	51	4	4	CIRRUS	524	163	6	01	42	60	80	2	037	48	6	9	4	0	0	0	0	3	06	02	52	36	5	7																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
BRAZIL STAR	833	159	8	31	40	98	15	8	032	62	5	3	4	0	7	8	5	0	00	54	49	32	6	9	WEATHER EXPLORER	559	094	8	06	31	97	03	8	031	48	8	5	-	-	2	4	2	32	58	98	05	4	8																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
Allies																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															

\* Information not usually received.

SIR GRAHAM SUTTON, C.B.E., D.Sc., F.R.S., Director General, Meteorological Office, Air Ministry, Kingsway, London, W.C.2.



# CHART OF WEATHER IN PART OF NORTHERN HEMISPHERE









# THE DAILY WEATHER REPORT OF THE METEOROLOGICAL OFFICE, LONDON

OBSERVATIONS at 00h. G.M.T. 13th December 1957

OBSERVATIONS at 06h. G.M.T. 13th December 1957

OBSERVATIONS during NIGHT

Code FM 11.A	Station		Wind'		Weather		Cloud		Temp.		Bar.		Cloud Layers		Wind		Weather		Cloud		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.		Cloud Layers		Temp.		Bar.			
--------------	---------	--	-------	--	---------	--	-------	--	-------	--	------	--	--------------	--	------	--	---------	--	-------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--------------	--	-------	--	------	--	--	--



No. 35086

THE DAILY WEATHER REPORT  
OF THE METEOROLOGICAL OFFICE, LONDON

Date of Issue, Saturday 14<sup>th</sup> December 1957

[illegible]

12h. Ships Reports																										18h. Ships Reports																									
Code F.M.21.A		Ship	LAT.	LONG.	Total Cloud	Wind		Weather		Bar at M.S.L.	Dry Bulb Temp.	Cloud				Course		Bar	Temp.	Waves																															
Direction	Speed					Visibility	Present	Past	Amount			Low	Height	Medium	High	Direction	Speed			Character	Change in 3 hours	Sea	Dew Point	Direction	Period	Height																									
																											N	dd	#	VV	ww	W	PPP	TT	Nh	CL	H	CM	CH	Ds	Ys	s	pp	Ts	Td	Td	dwdw	Pw	Hw		
WEATHER RECORDER	547	192	8	32	26	98	02	2	156	50	7	8	5	7	-	0	0	2	01	52	32	32	4	6	WEATHER OBSERVER	587	193	6	36	23	98	02	2	104	94	6	8	5	2	-	0	0	2	24	56	38	32	3	4		
WEATHER OBSERVER	585	196	7	32	14	35	01	6	070	45	7	8	4	-	-	1	1	5	07	56	40	49	-	4	WEATHER RECORDER	526	196	8	30	24	97	58	8	136	30	8	6	2	-	-	6	1	7	20	53	48	44	-	2		
CIRRUS	515	121	6	03	17	65	02	1	085	48	3	5	5	7	0	2	3	1	05	56	37	02	4	6	MARMOZ	400	164	3	34	26	98	01	2	180	59	2	2	6	-	0	7	3	2	27	52	46	84	6	2		
POLAR FRONT	660	020E	6	33	15	99	15	8	082	36	6	5	4	-	-	0	0	8	02	62	32	32	4	4	POLAR FRONT	660	020E	2	01	10	99	01	2	089	39	3	9	4	-	-	0	0	2	08	64	23	86	3	2		
MERNOZ	398	182	3	33	36	98	01	0	135	57	2	2	5	4	0	4	2	2	33	54	48	82	6	5	CUMULUS	619	334	7	17	18	70	25	2	140	41	6	9	4	6	0	0	0	6	07	53	36	25	5	3		
CUMULUS	618	333	5	09	10	75	01	8	133	39	3	9	3	4	0	0	0	2	24	55	34	10	5	6	U.S. SHIP "C"	528	355	8	23	12	63	03	4	109	48	8	6	2	-	-	0	0	8	03	02	47	26	4	0		
U.S. SHIP "C"	528	355	8	25	10	59	10	9	217	48	8	6	4	-	-	0	0	1	05	02	48	26	4	4	U.S. SHIP "D"	440	410	9	23	10	02	45	4	267	62	9	-	0	-	-	0	0	0	05	03	61	23	4	0		
U.S. SHIP "D"	440	410	7	21	09	65	02	4	282	62	7	5	4	0	0	0	0	2	14	02	61	20	9	6	PARTHA	510	142	8	36	24	98	61	1	122	51	5	3	4	2	8	2	6	05	55	42	01	3				
PACIFIC FORTUNE	474	160	4	35	37	98	02	1	107	54	4	2	4	0	0	2	5	2	05	03	52	35	5	9	CIRRUS	511	110	6	03	25	65	02	8	078	46	6	3	4	0	0	2	3	00	58	24	02	4	0			
PARTHA	504	164	7	01	20	98	02	1	138	51	5	8	4	0	2	2	6	8	05	55	42	01	3	3	VOLVULA	434	184	4	34	35	98	02	1	173	56	2	8	4	7	7	1	3	2	10	55	53	84	-	-		

Full times of observation printed in this publication are GREENWICH MEAN TIME.

\* Information not usually received.

SIR GRAHAM SUTTON, C.B.E., D.Sc., F.R.S., Director General, Meteorological Office, Air Ministry, Kingsway, London, W.C.2



CHART OF WEATHER IN PART OF NORTHERN HEMISPHERE

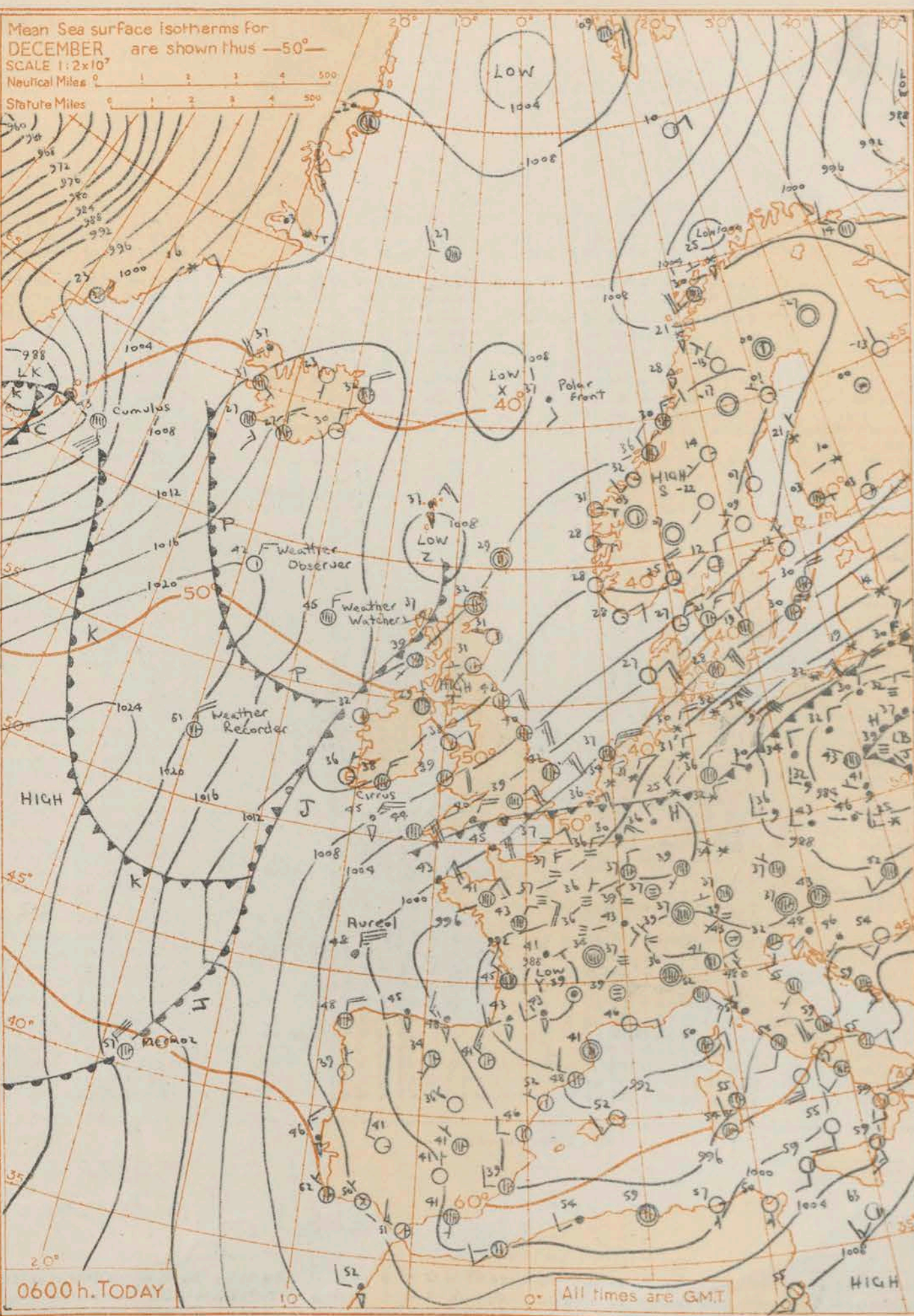
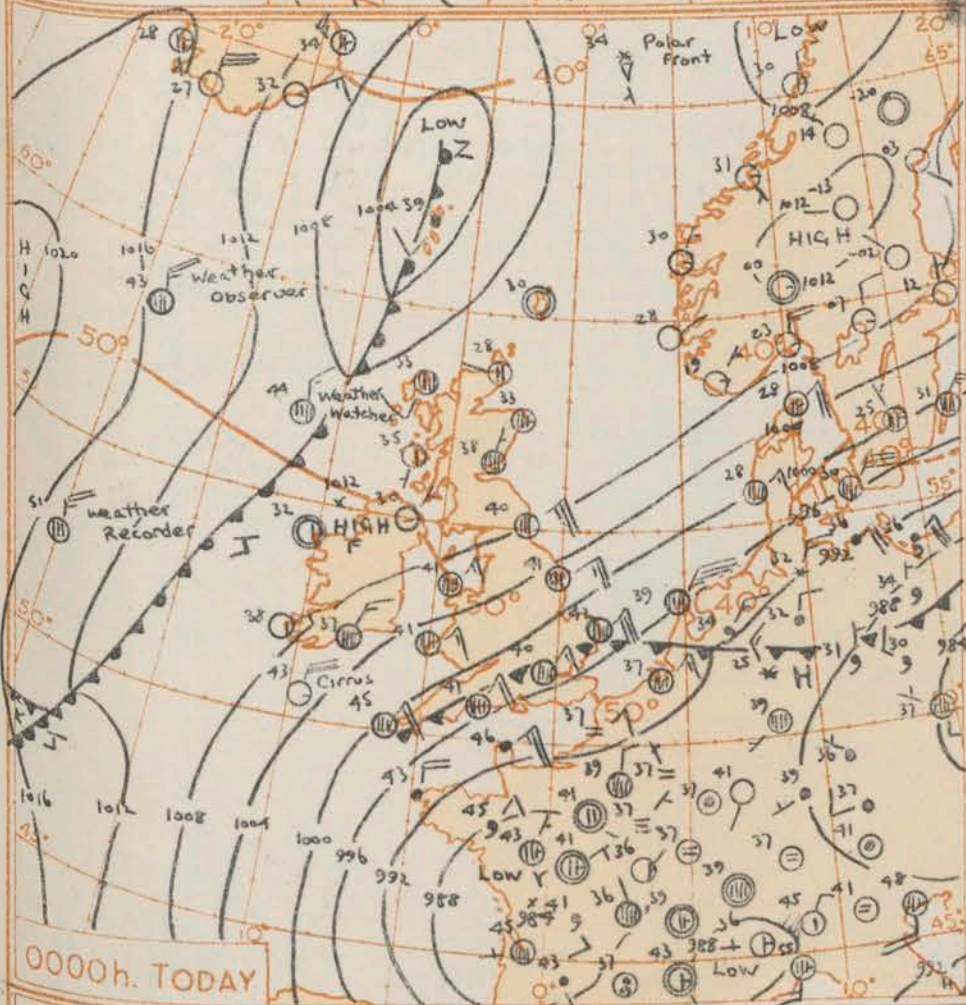
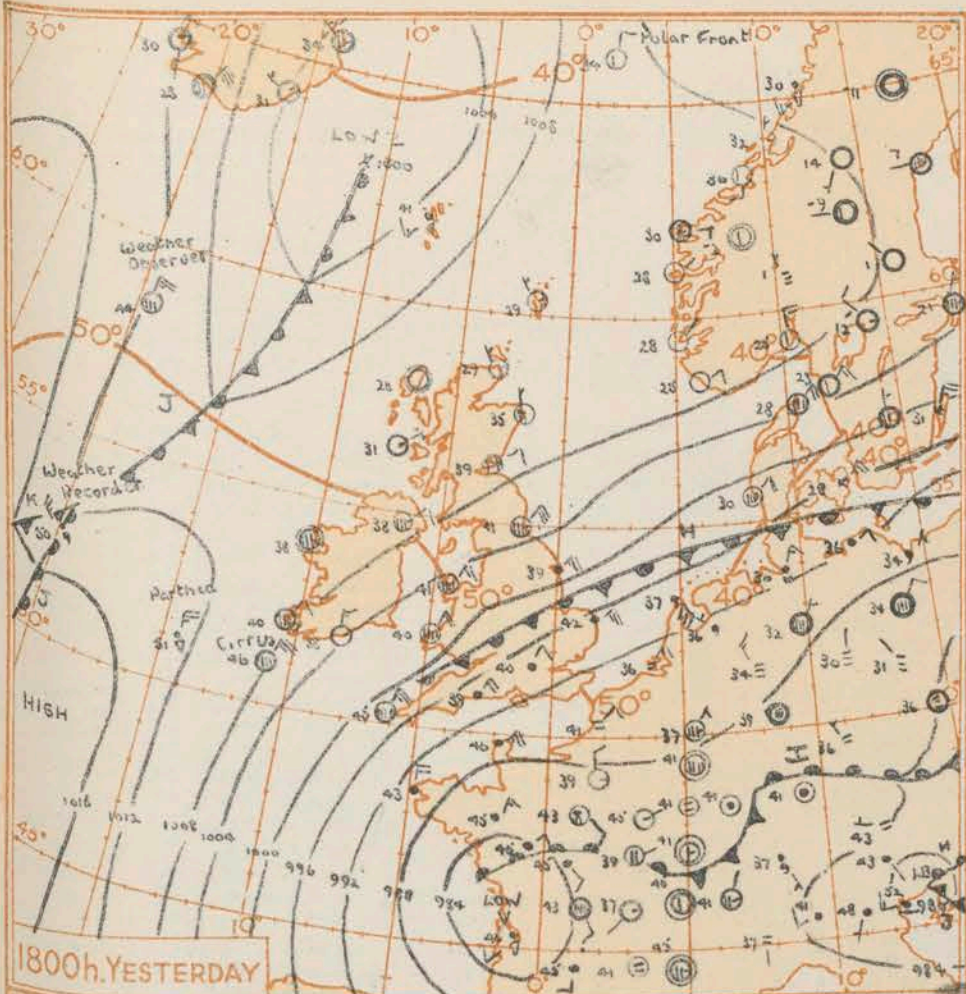
Mid-day (12h) of Friday 13th December 1957

Equidistant azimuthal projection 1:3x10<sup>7</sup> on the plane of 60°N.

NAUTICAL MILES.

NAUTICAL MILES.





Issued at midday today Saturday 14th December 1957

**FORECAST FOR BRITISH ISLES until noon tomorrow**

West and north Scotland, and Northern Ireland will have cloudy weather at times giving rain or sleet in places at first today and tomorrow morning with snow over hills. Elsewhere it will be mostly fine with sunny periods though scattered slight sleet or snow showers may occur in east England. Cold with frost in many places at night.

**OUTLOOK FOR following 24 hours.**

Becoming less cold over north and west Scotland and Northern Ireland perhaps with rain or drizzle. Fine elsewhere though cold with frost at night.

**GENERAL SYNOPSIS DEVELOPMENT**

The depression to the north of Iceland yesterday moved east gradually towards west Norway, whilst the centre south of Iceland has moved southeast and degenerated into a trough. This trough of low pressure is now rapidly filling and an anticyclone is developing over south Scotland, maintaining a cold northeasterly air stream over England and Wales.



## Page

PagePage

Page

Page



THE DAILY WEATHER REPORT  
OF THE METEOROLOGICAL OFFICE, LONDON

Date of Issue..... Sunday 15th December 1957

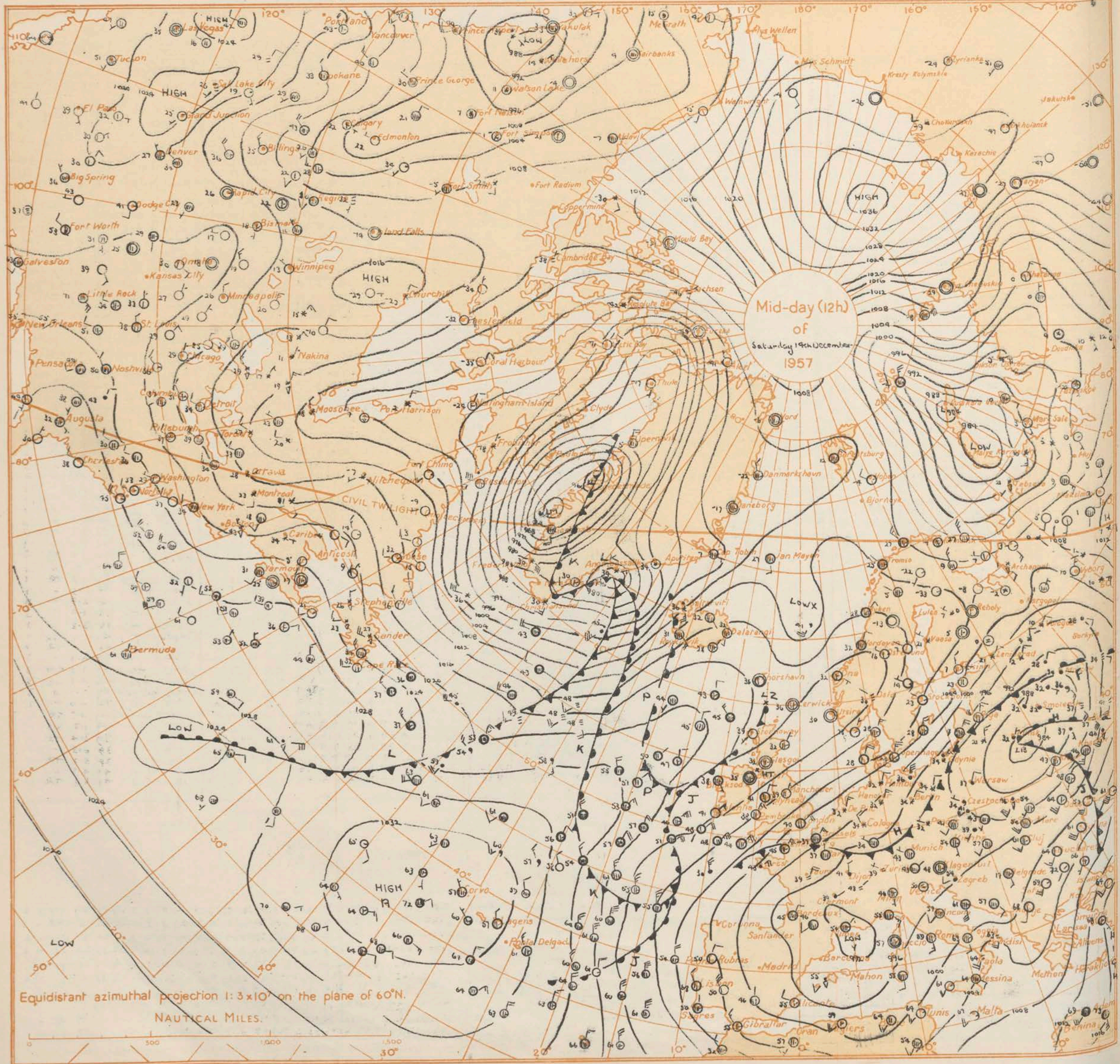
times of observation printed in this publication are GREENWICH MEAN TIME.

\* Information not usually received.

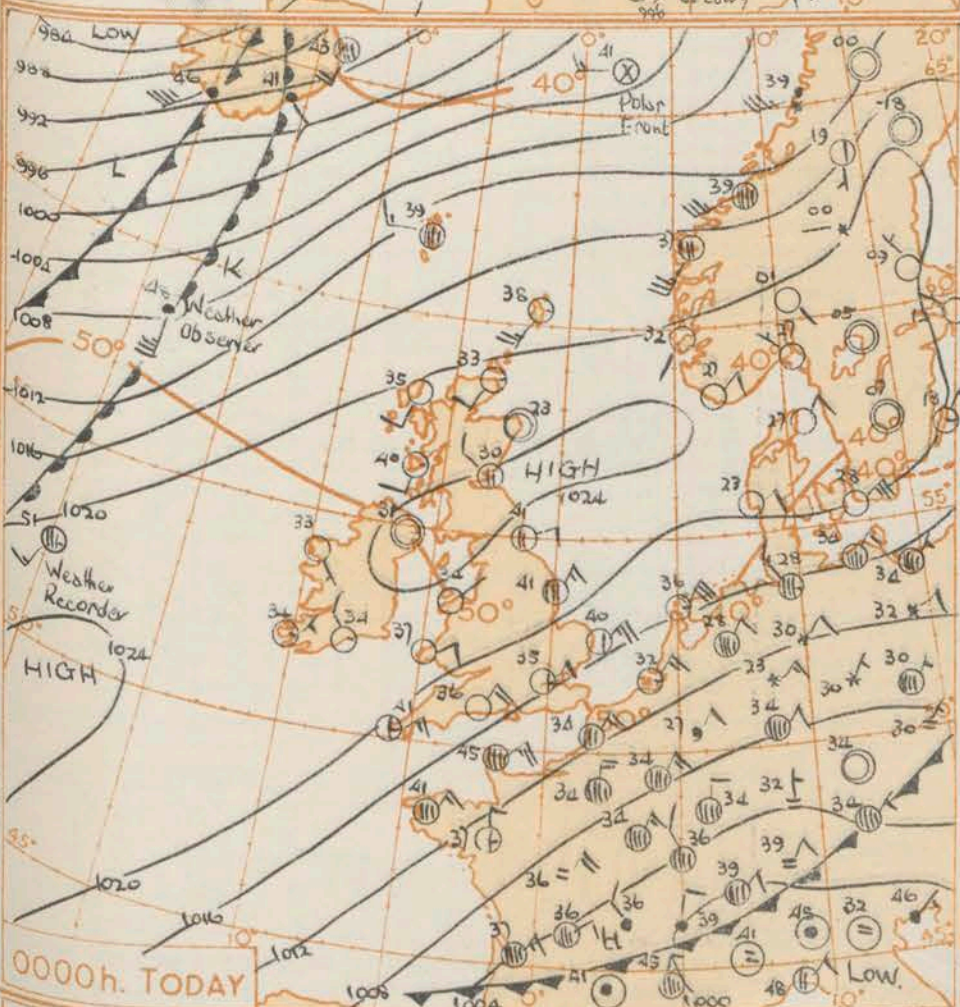
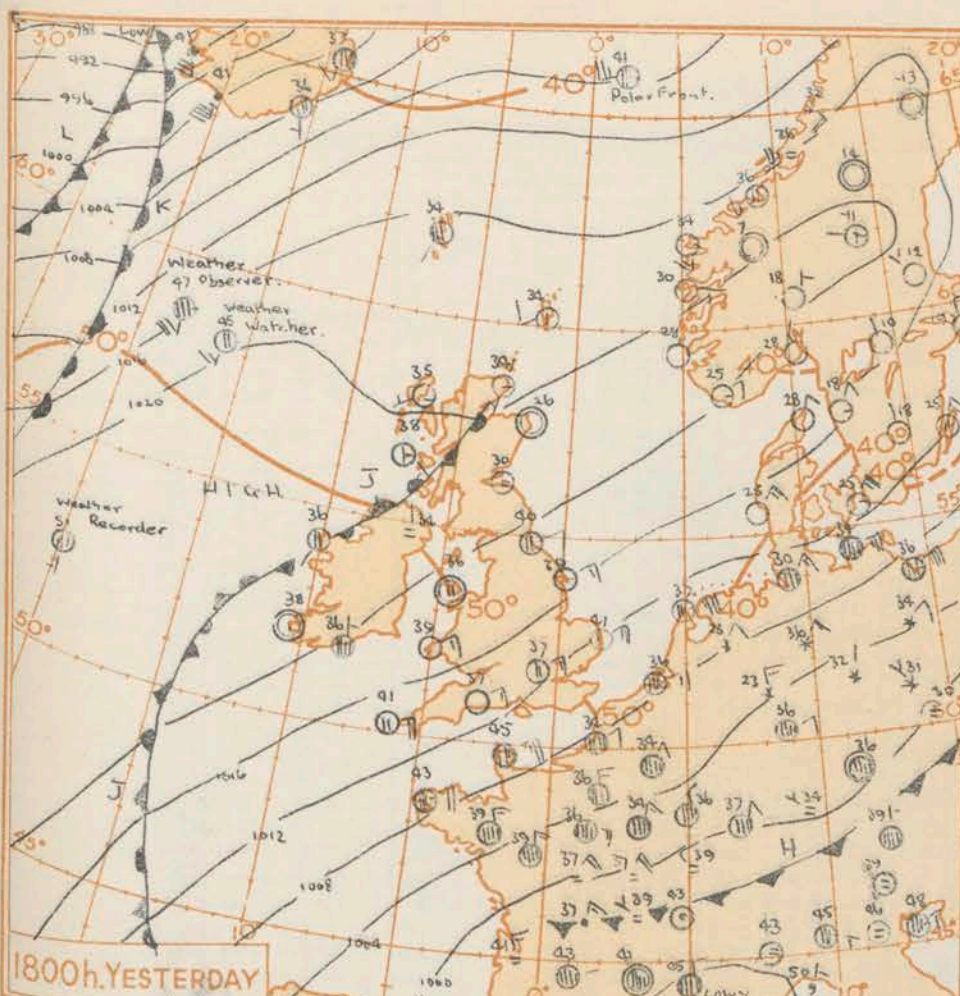
SIR GRAHAM SUTTON, C.B.E., D.Sc., F.R.S., Director General, Meteorological Office, Air Ministry, Kingsway, London, W.C.2



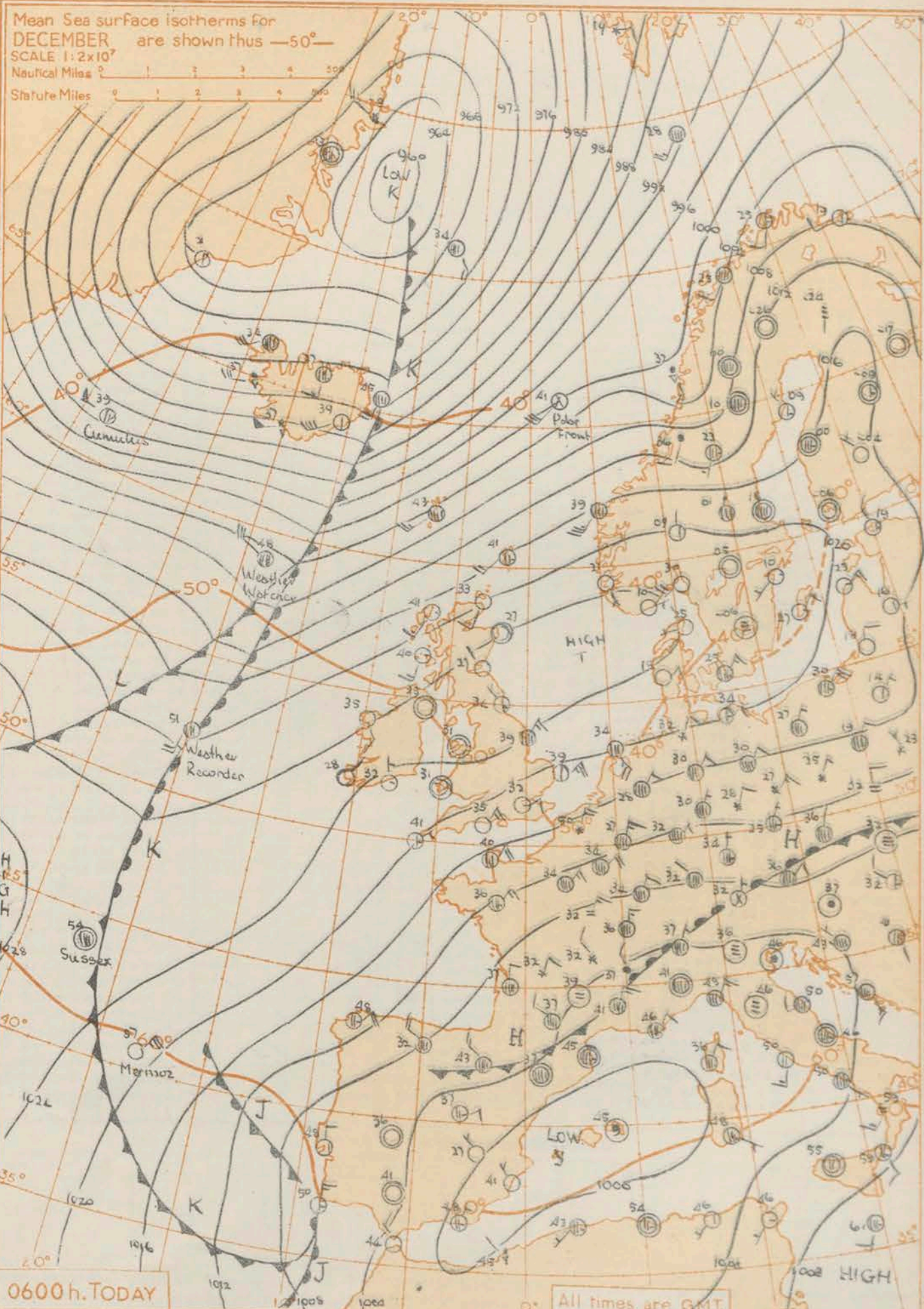
# CHART OF WEATHER IN PART OF NORTHERN HEMISPHERE







Mean Sea surface isotherms for  
DECEMBER are shown thus —50°—  
SCALE 1:2x10<sup>7</sup>  
Nautical Miles  
Statute Miles



# GENERAL SYNOPTIC DEVELOPMENT

A complex of cyclonic cells yesterday centred over southern France and western Russia continue to drift south in the west and to move northeast in the east. A ridge of high pressure over southern Scotland has intensified and is expected to drift south without much change. A deep depression off the east coast of Greenland will continue to move northeast bringing only weak fronts into Scotland.

Issued at midday today Sunday 15th. December 1957

## FORECAST FOR BRITISH ISLES until noon tomorrow

England and Wales will be cold with variable cloud. Showers of rain, hail, sleet or snow will affect eastern and central England today and southeast England tonight and tomorrow. Frost, mainly slight, is likely tonight with fog patches over northern England and the Midlands clearing tomorrow morning. Scotland and Northern Ireland will have increasing cloud but some frost in the southeast tonight, and some rain or showers mainly in the north and north west.

OUTLOOK FOR following 24 hours:-  
Probably little change.



Co
----

Key  
Low

Gu  
Fol

Ca
W

Ro  
BriPly  
ChSci  
Elr

Sq  
Va

Sp

ty  
Est

Re  
Le  
D

卷之四

SE  
TH  
A

Bin  
C

10

C

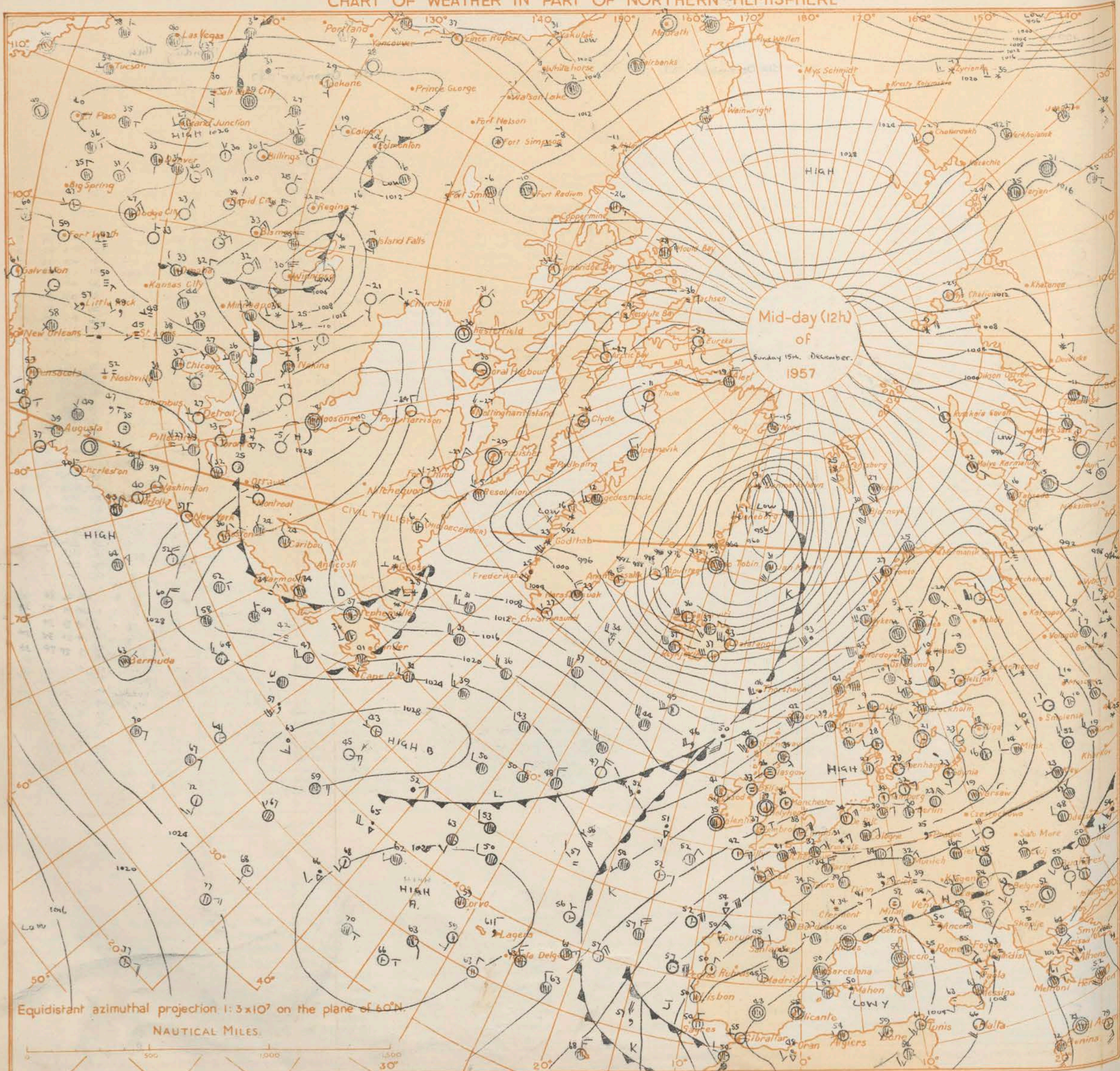
1







# CHART OF WEATHER IN PART OF NORTHERN HEMISPHERE



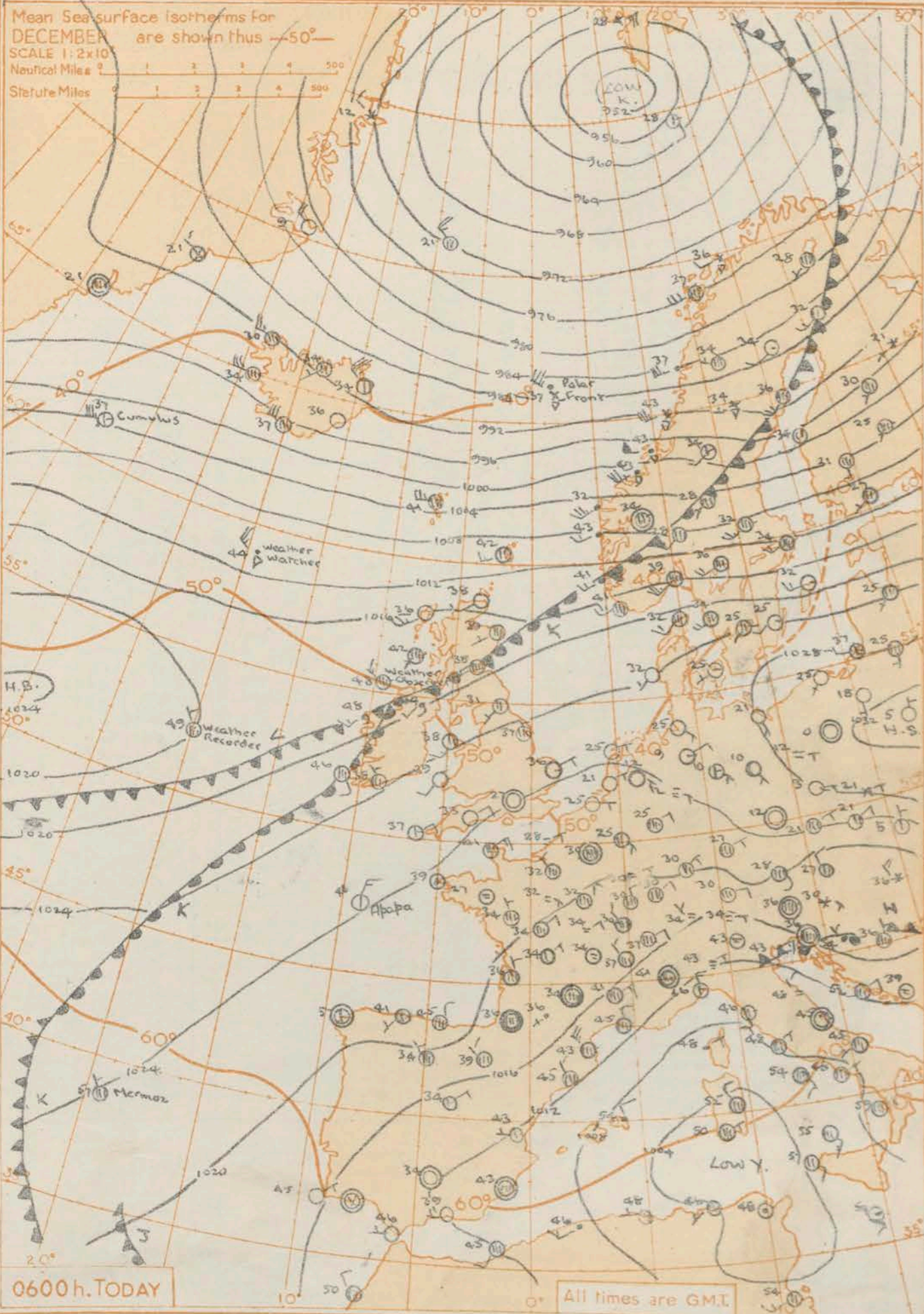
Equidistant azimuthal projection 1:3x10<sup>7</sup> on the plane of 60°N.

NAUTICAL MILES.

500 1000 1500 30°

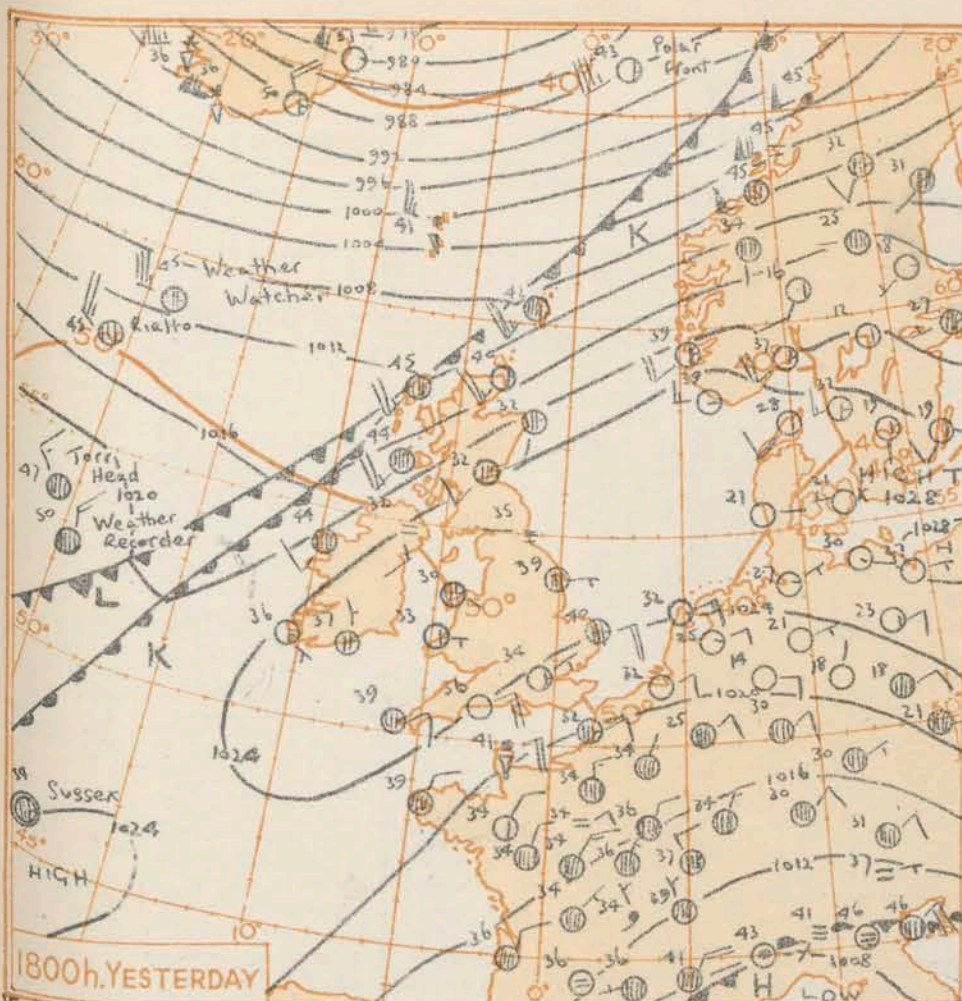


Mean Sea surface isotherms for  
DECEMBER are shown thus —50°—  
SCALE 1:2x10<sup>4</sup>  
Nautical Miles  
Statute Miles

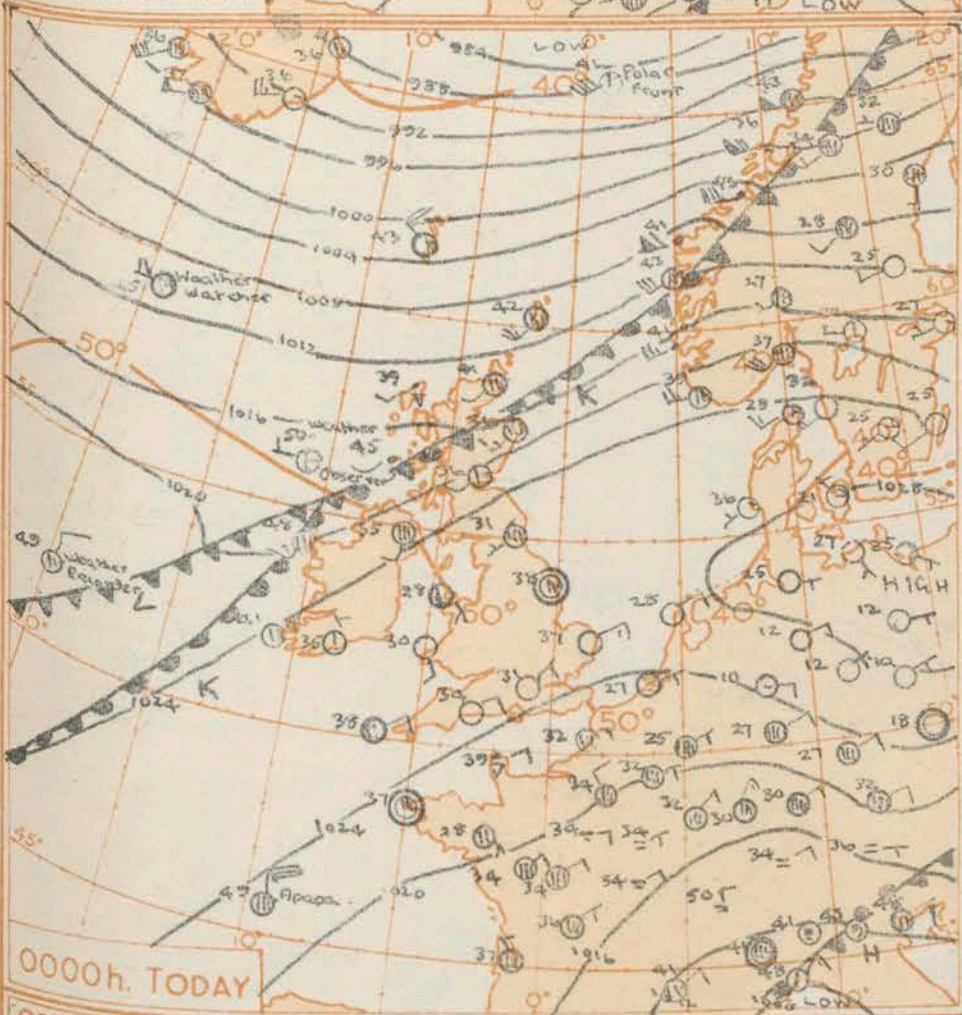


0600 h. TODAY

All times are GMT



1800h. YESTERDAY



0000h. TODAY

# GENERAL SYNOPTIC DEVELOPMENT

The deep depression east of Greenland yesterday moved towards Spitzbergen and this east-northeast movement will probably continue. The ridge of high pressure moving slowly southeast over England and Wales may move rather more quickly over the next 24 hours as a wave on the cold front west of the British Isles moves towards the Irish Sea. Over the Mediterranean the depression which has been drifting east and filling will probably deepen and continue east. A frontal system yesterday crossing Newfoundland is expected to breed a deepening depression south west of Iceland.

Issued at midday today Monday 16 December 1957

## FORECAST FOR BRITISH ISLES until noon tomorrow

Showery weather with bright intervals over northern Ireland. Rain today over southern Scotland, Northern Ireland and northern England will extend southeast during tonight and tomorrow morning probably clearing to showers in the north west. In the Midlands, southwest and southeast England dry cold weather today with some night fog and frost will give way tonight or tomorrow to milder cloudy weather with rain spreading from the west.

## OUTLOOK FOR the following 24 hours

Cloudy milder weather with rain in eastern Britain. Showers, bright intervals and rather cold elsewhere.



H.M.S.O. Press, M.O. Dunstable.



THE DAILY WEATHER REPORT  
OF THE METEOROLOGICAL OFFICE, LONDON

Date of Issue: Tuesday 17th December 1957

OBSERVATIONS at 12h. G.M.T. 16th. December. 1957																										OBSERVATIONS at 18h. G.M.T. 16th. December. 1957																										OBSERVATIONS during DAY																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
Code F.M.11.A	Station	Station Number	Total Cloud	Wind Direction	Wind Speed	Visibility	Present	Past	Bar at M.S.L.	Dry Bulb Temp.	Amount	Low	Height	Medium	High	Dew Point Temp.	Character	Change in 3 hours	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Total Cloud	Wind Direction	Wind Speed	Visibility	Present	Past	Bar at M.S.L.	Dry Bulb Temp.	Amount	Low	Height	Medium	High	Dew Point Temp.	Character	Change in 3 hours	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Weather	Max. Temp. 09h. to 21h. °F	Sunshine	Rain 09h. to 21h. mm.	State of ground 21h.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
			(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)	(31)	(32)	(33)	(34)	(35)	(36)	(37)	(38)	(39)	(40)	(41)	(42)	(43)	(44)	(45)	(46)	(47)	(48)	(49)	(50)	(51)	(52)	(53)	(54)	(55)	(56)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
	Kew	775	7	35	05	19	04	1	248	35	0	0	9	0	1	24	8	03	8	0	80							3	33	04	07	05	1	245	32	0	0	9	0	8	2	26	2	03	3	0	95																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								

12h. Ships Reports																				18h. Ships Reports																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
Code F.M.21.A		Ship	LAT.	LONG.	Total Cloud		Wind		Weather		Bar at M.S.L.	Dry Bulb Temp.	Cloud				Course	Bar	Temp.	Waves			Ship	LAT.	LONG.	Total Cloud		Wind		Weather		Bar at M.S.L.	Dry Bulb Temp.	Cloud				Course	Bar	Temp.	Waves																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
Direction	Speed				Visibility	Present	Past	Amount	Low	Height			Medium	High	Direction	Speed				Character <sup>c</sup> Change in 3 hours	Sea	Dew Point				Direction	Period	Height	Direction	Speed	Visibility			Present	Past	Amount	Low				Height	Medium	High	Direction	Speed	Character <sup>c</sup> Change in 3 hours	Sea	Dew Point	Direction	Period	Height																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
																																																				N	dd	ff	VV	ww	W	PPP	TT	Nh	CL	h	CM	CH	Ds	Vs	a	pp	Ts	Td	Td	dwdw	Pw	Hw	N	dd	ff	VV	ww	W	PPP	TT	Nh	CL	h	CM	CH	Ds	Vs	a	pp	Ts	Td	Td	dwdw	Pw	Hw																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
WEATHER WATCHER	589	198	5	27	28	97	15	1	107	45	0	8	5	4	1	0	0	3	05	56	32	27	4	9	WEATHER RECORDER	514	199	5	34	11	99	03	8	186	48	5	8	5	0	0	0	0	3	10	55	41	31	5																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
WEATHER RECORDER	525	200	7	25	07	98	16	6	195	47	7	8	6	-	-	0	0	7	02	67	41	30	4	5	WEATHER WATCHER	588	195	3	27	24	98	02	8	105	44	2	2	5	0	0	6	1	4	00	57	34	26	4																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
MEMOZ	354	182	7	04	07	98	02	2	248	53	7	5	5	-	-	6	3	2	09	51	43	03	4	3	POLAR FRONT	660	020E	4	27	34	99	02	8	912	41	4	9	4	0	0	0	0	4	00	56	28	27	7																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
POLAR FRONT	460	020E	4	26	26	98	27	8	912	38	4	9	3	-	-	0	0	1	12	57	30	27	7	8	MEMOZ	385	184	6	34	04	98	02	2	238	39	6	8	5	0	0	8	4	2	03	52	48	09	5																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
CUMULUS	620	333	8	21	31	60	02	8	958	38	6	9	4	7	-	0	0	8	29	65	30	25	5	9	CUMULUS	621	332	6	23	41	60	27	8	855	39	6	9	4	0	0	0	0	6	38	54	34	27	5																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
U.S. SHIP "B"	565	510	6	34	23	58	85	8	101	25	6	2	0	0	0	0	0	2	20	62	13	29	3	4	U.S. SHIP "C"	528	355	3	16	24	69	06	6	028	46	8	5	5	-	-	0	0	7	73	02	43	26	3																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
U.S. SHIP "C"	528	355	8	23	33	69	02	2	159	42	8	5	-	-	-	0	0	8	10	52	37	26	3	4	U.S. SHIP "D"	440	410	6	29	35	69	02	8	179	53	6	5	5	0	0	0	0	1	26	57	45	29	3																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
U.S. SHIP "D"	440	410	7	18	30	69	02	2	140	60	7	5	-	-	-	0	0	7	37	06	55	18	3	5	TORR HEAD	547	141	8	33	09	98	80	8	166	46	4	5	6	2	-	2	4	4	00	47	39	33	-																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
U.S. SHIP "E"	350	480	7	00	00	69	03	8	262	69	1	2	5	3	2	0	0	2	07	01	65	49	-	1	SPIN VERONICU	465	147	8	19	13	98	02	2	210	53	8	5	7	-	-	5	4	7	10	53	42	04	3																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
WEATHER OBSERVER	588	077	7	20	07	98	20	2	171	49	3	8	5	7	9	3	3	7	02	53	45	28	3	5	SCYTHIA	503	191	8	35	13	98	02	2	179	49	8	4	6	-	-	2	4	7	15	57	42	-	-																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
All																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										

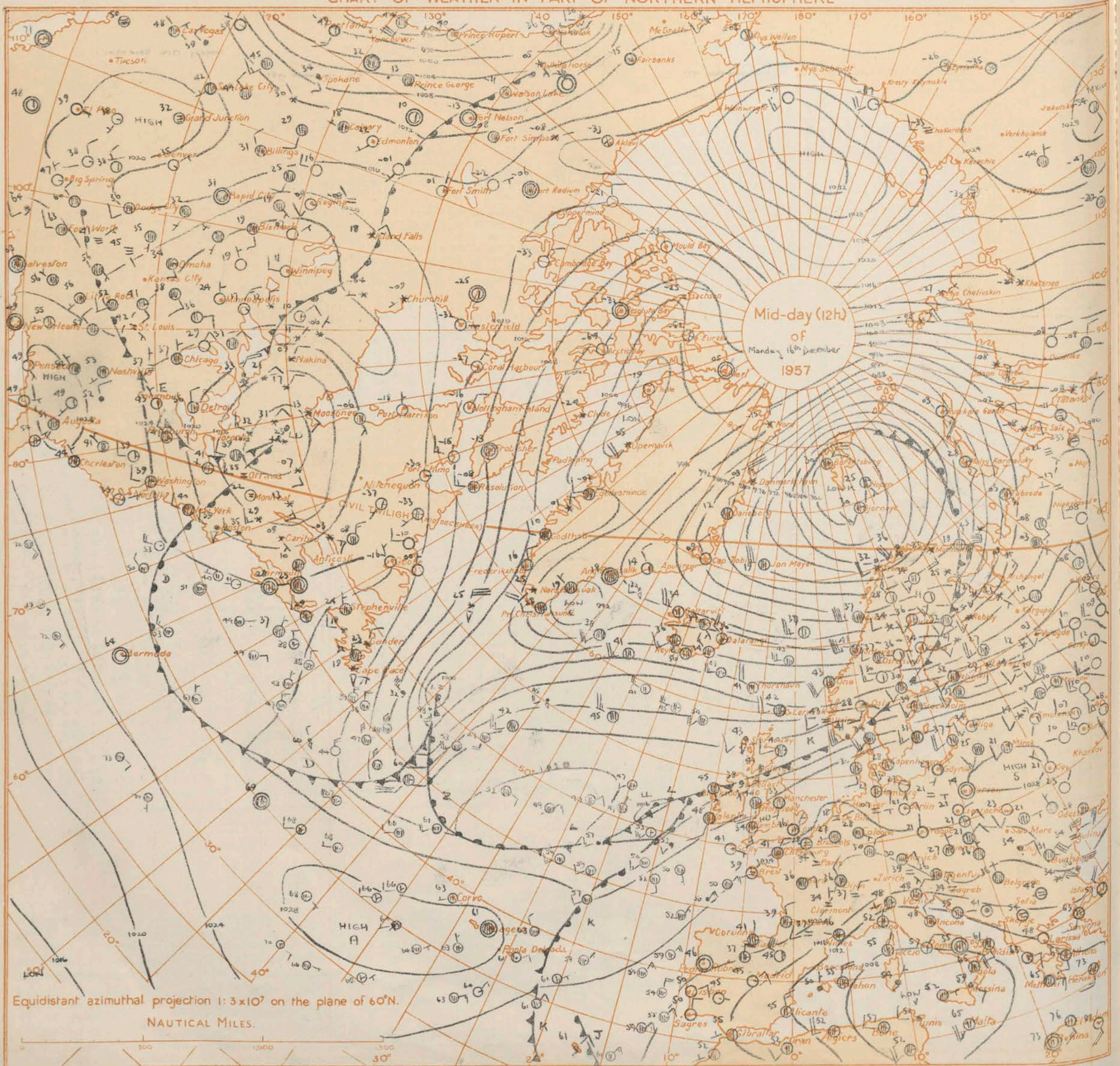
times of observation printed in this publication are GREENWICH MEAN TIME.

\* Information not usually received.

SIR GRAHAM SUTTON, C.B.E., D.Sc., F.R.S., Director General, Meteorological Office, Air Ministry, Kingsway, London, W.C.2

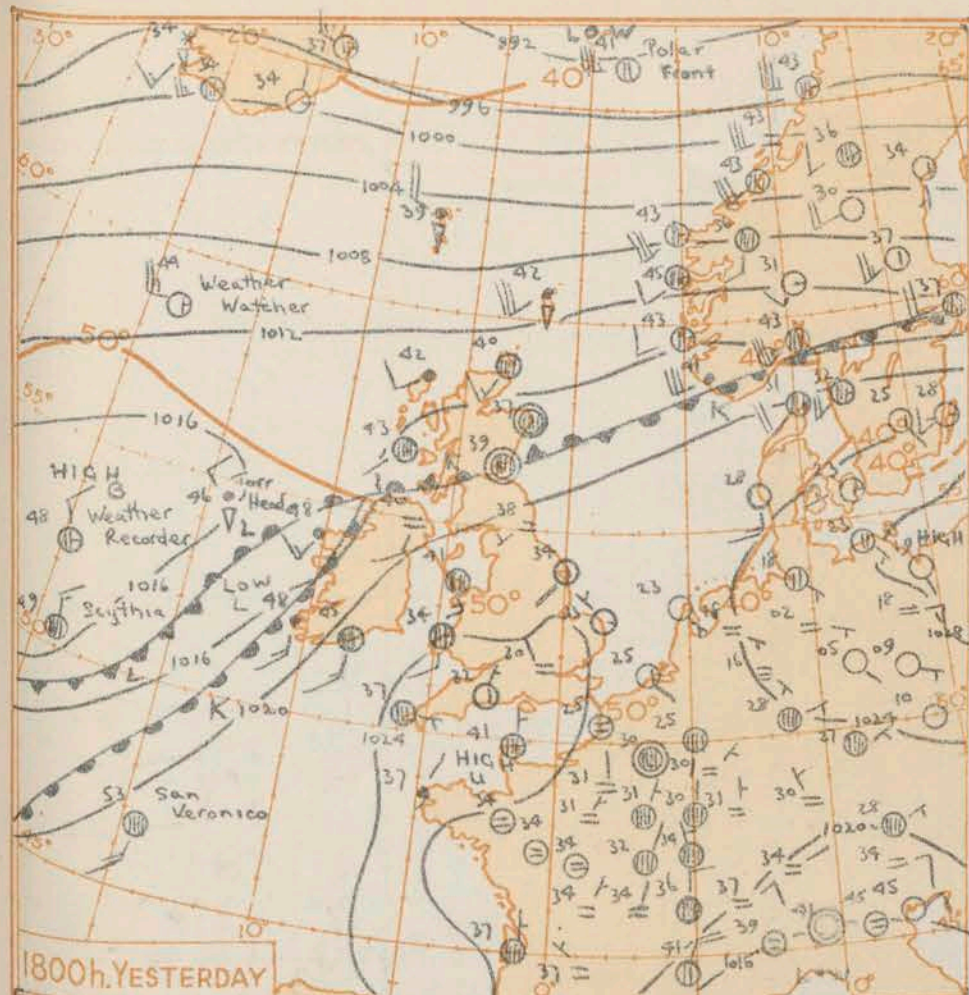


# CHART OF WEATHER IN PART OF NORTHERN HEMISPHERE

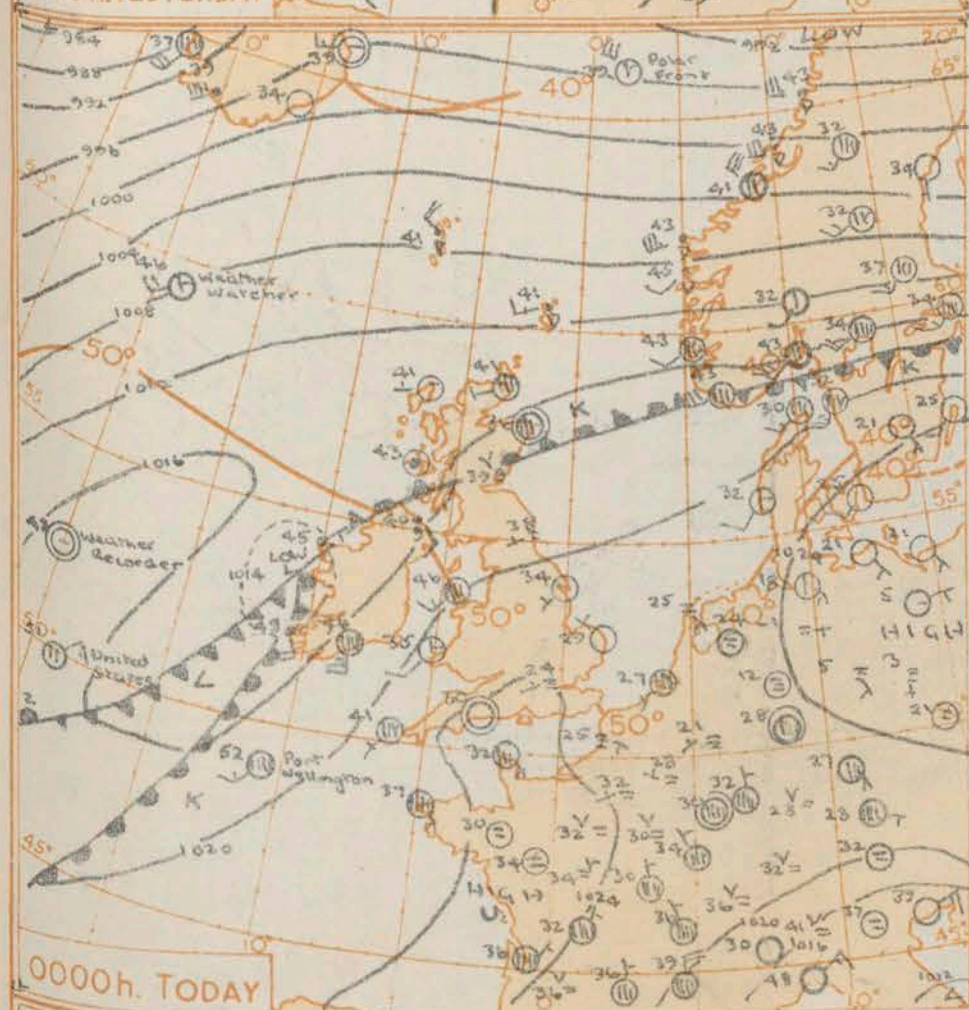




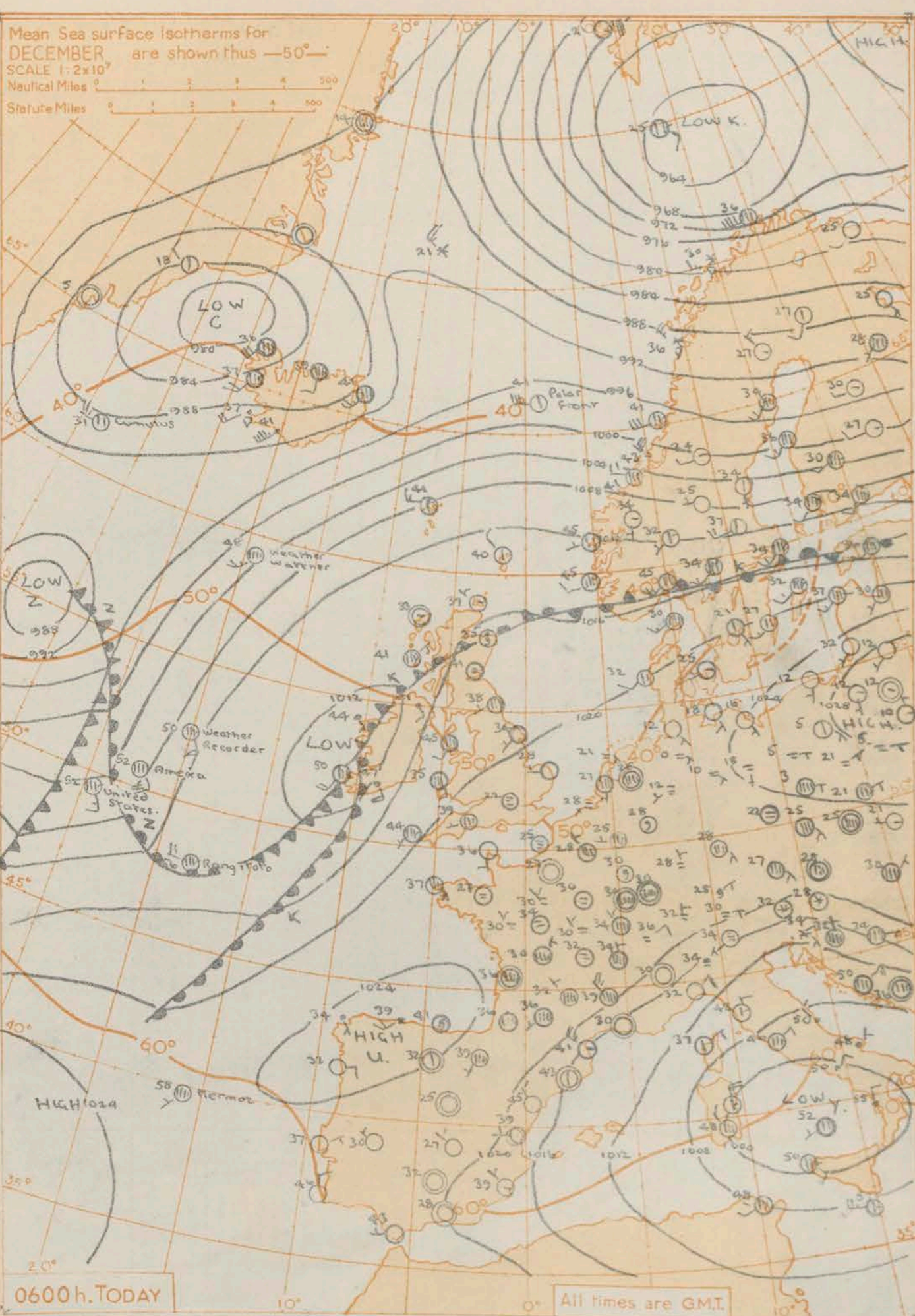
Mean Sea surface isotherms for  
DECEMBER are shown thus —50°—  
SCALE 1:2x10<sup>7</sup>  
Nautical Miles 0 1 2 3 4 500  
Statute Miles 0 1 2 3 4 500



1800h. YESTERDAY



0000h. TODAY



0600h. TODAY

All times are GMT.

### GENERAL SYNOPTIC DEVELOPMENT

A ridge of high pressure across England and Wales yesterday morning continued to move slowly south to France and declined somewhat as a shallow depression moved eastward to the west coast of Ireland. This depression will be absorbed by a more vigorous depression moving northeast over the Atlantic and the front which has been almost stationary across Northern Ireland and south Scotland will move north as a warm front to the Atlantic depression. The cold front will probably reach Ireland tonight.

Issued at midday today Tuesday 17<sup>th</sup> December 1957

### FORECAST FOR BRITISH ISLES until noon tomorrow

Southern districts of England will become cloudy and less cold. The remainder of England and Wales will be cloudy with occasional rain and temperatures will rise to mean average. Scotland and Northern Ireland will be mostly dull with average temperatures and rain at times but a clearance may spread across western districts tomorrow morning.

### OUTLOOK FOR the following 24 hours

Rain spreading across all districts followed by brighter, showery weather. Temperatures mean average.



# THE DAILY WEATHER REPORT OF THE METEOROLOGICAL OFFICE, LONDON

OBSERVATIONS at 00h. G.M.T. 17 <sup>th</sup> December 1957																									OBSERVATIONS at 06h. G.M.T. 17 <sup>th</sup> December 1957																									OBSERVATIONS during NIGHT																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
Code FM 11.A	Station	Station Number	Wind		Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud					Bar.	Weather		Bar at M.S.L.	Dry Bulb Temp.		Cloud				

## 00h. Ships Reports

Code FM 21.A		Ship	LAT.	LONG.	Total Cloud	Wind		Weather		Bar at M.S.L.	Dry Bulb Temp.	Cloud					Course		Bar		Temp.		Waves		
	Direction					Speed	Visibility	Present	Part			Amount	Low	Height	Medium	High	Direction	Speed	Character <sup>c</sup>	Change in 3 hours	Sea	Dew Point	Direction	Period	Height
Lat	Long	N	dd	#	VV	ww	W	PPP	TT	Nh	CL	h	CM	CH	Ds	Vs	a	pp	Ts	Td	Td	dwdw	Pw	Hw	
WEATHER WATCHER	587	193	3	24	22	98	02	0	08.4	4.6	3	2	5	0	0	6	1	7	22	57	34	26	4	7	
WEATHER RECORDER	523	199	1	00	00	98	01	1	10.6	4.6	1	5	6	0	0	0	0	7	07	54	41	49	x	x	
POLAR FRONT.	600	020E	3	28	24	94	02	8	9.40	3.9	3	9	4	0	0	0	0	2	13	56	28	27	5	6	
CUMULUS.	620	333	3	23	40	70	01	8	8.57	3.6	3	9	4	0	0	5	1	5	00	xx	19	71	5	2	
U.S. SHIP "C"	528	385	3	20	15	69	60	6	8.93	4.5	3	6	5	0	0	0	0	7	63	00	42	26	3	5	
U.S. SHIP "D"	440	410	4	29	26	69	02	2	23.5	5.0	5	5	5	0	0	0	0	7	25	59	37	30	4	6	
PORTWELLINGTON	487	107	8	20	16	99	02	2	18.8	5.2	8	5	3	-	-	2	5	7	86	54	40	20	2	2	
MERMIOZ	391	172	6	00	00	98	01	2	24.6	5.1	6	8	7	0	0	1	4	0	02	54	45	04	5	3	
UNITED STATES	497	188	4	02	15	98	02	1	17.3	5.1	4	2	5	0	0	6	9	2	10	63	47	02	3	4	
MANCHESTER CITY	509	169	2	03	09	98	02	0	15.7	4.9	2	1	4	0	0	2	5	6	05	53	38	x	x	x	



THE DAILY WEATHER REPORT  
OF THE METEOROLOGICAL OFFICE, LONDON

Date of Issue... Wednesday... 1957

## OBSERVATIONS at 12h. G.M.T.

17th December 1951

## OBSERVATIONS at 18h. G.M.T.

17th. December 1957

## OBSERVATIONS during DAY

## 12h. Ships Reports

Code F.M. 21.A		12h. Ships Reports																											
Ship	LAT.	LONG.	Total Cloud	Wind		Weather		Bar at M.S.L.	Dry Bulb Temp.	Cloud				Course		Bar		Temp.		Waves									
				Direction	Speed	Visibility	Present			Past	Amount	Low	Height	Medium	High	Direction	Speed	Character c Change in 3 hours	Sea	Dew Point	Direction	Period	Height						
				N	NE	E	SE			S	SW	W	PP	TT	Nh	CL	h	CM	CH	Ds	Vs	a	pp	Ts	Td	Tdwd	Pw	Hw	
WEATHER WATCHER	389	193	0	18	34	98	25	8	975	28	6	2	4	7	-	0	0	7	35	53	40	20	3	7					
WEATHER RECORDER	523	198	2	15	35	97	03	8	003	50	3	5	5	7	-	0	0	7	52	52	47	15	4	6					
DOLAR FRONT	660	020	6	25	27	99	02	8	009	41	2	5	5	7	9	0	0	2	16	55	32	28	5	6					
COMULUS	623	330	8	32	16	66	56	8	871	28	6	9	4	2	-	0	0	8	02	46	23	29	5	7					
U.S. SHIP "B"	565	510	8	32	25	58	05	8	096	24	8	2	4	-	-	0	0	3	07	62	14	31	3	5					
U.S. SHIP "C"	528	355	8	32	30	63	02	8	115	37	8	6	5	-	-	0	0	1	49	58	28	23	4	2					
U.S. SHIP "D"	490	410	7	28	12	69	03	1	250	09	6	5	5	0	1	0	0	3	04	61	39	30	4	5					
U.S. SHIP "E"	358	490	7	00	00	69	02	6	245	67	2	8	6	9	2	0	0	4	00	52	64	49	-	2					
HERMOZ	406	108	7	22	12	98	01	2	246	57	7	5	7	0	0	1	4	2	41	52	50	04	5	3					
AMERICA	507	187	8	16	27	97	02	2	229	52	8	7	3	-	-	2	8	7	10	62	50	16	8	5					
ALL																													

### 18h. Ships Reports

Ship	LAT.	LONG.	Total Cloud	Wind		Weather			Bar at M.S.L.	Dry Bulb Temp.	Cloud					Course		Bar	Temp.			Waves			
				Direction	Speed	Visibility	Percent	Part			Amount	Low	Height	Medium	High	Direction	Speed		Character	Change in 3 hours	Sea	Dew Point	Direction	Period	Height
	Lalala	Lololo	N	dd	ff	VV	ww	W	PPP	TT	Nh	Cl	h	CM	CH	Ds	Vs	a	pp	Fs	Td	Td	dwdw	Pw	Hw
WEATHER WATCHER	590	192	8	18	35	27	60	8	869	49	5	7	4	2	-	0	0	7	46	53	43	68	4	0	0
WEATHER RECORDER	525	197	5	24	34	99	25	8	938	50	4	9	4	6	3	0	0	7	26	53	44	24	4	0	0
MERMOL	415	128	8	21	16	98	03	6	221	57	6	7	4	7	-	1	1	4	00	51	52	23	4	2	0
POLAR FRONT	660	020E	9	24	36	99	02	8	928	45	9	-	0	-	-	0	0	4	00	52	37	28	5	6	0
CUTULUS	620	332	6	35	12	60	26	7	873	27	6	9	4	0	0	0	0	3	06	79	23	31	5	0	0
U.S. SHIP "A"	528	355	8	29	20	65	15	2	126	38	8	5	5	-	-	0	0	1	0F	57	24	83	4	0	0
U.S. SHIP "D"	440	410	8	27	25	69	02	2	186	56	2	5	5	0	7	0	0	6	37	54	41	30	5	0	0
LOCHAVON	442	189	8	25	15	98	50	5	175	58	8	5	4	-	-	1	6	6	12	51	54	25	3	0	0
RIOCHICO	454	109	8	23	16	96	14	0	156	54	4	3	4	2	-	1	4	7	20	-	-	-	-	0	0
TIMARUSTAR	470	181	6	28	40	98	03	2	046	53	4	4	4	2	-	1	4	0	51	45	27	4	0	0	0

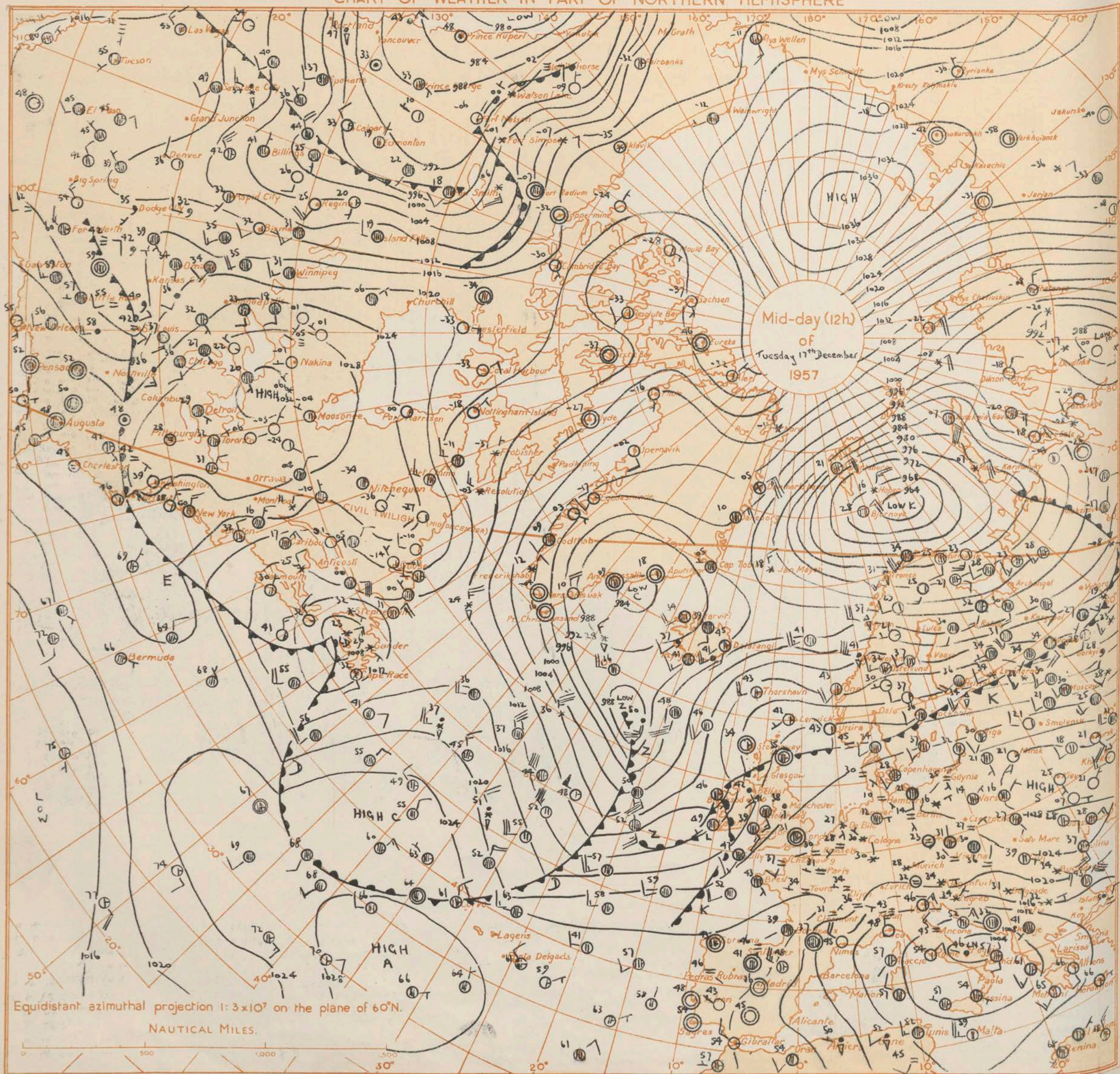
All times of observation printed in this publication are GREENWICH MEAN TIME.

\* Information not usually received.

SIR GRAHAM SUTTON, C.B.E., D.Sc., F.R.S., Director General, Meteorological Office, Air Ministry, Kingsway, London, W.C.2.

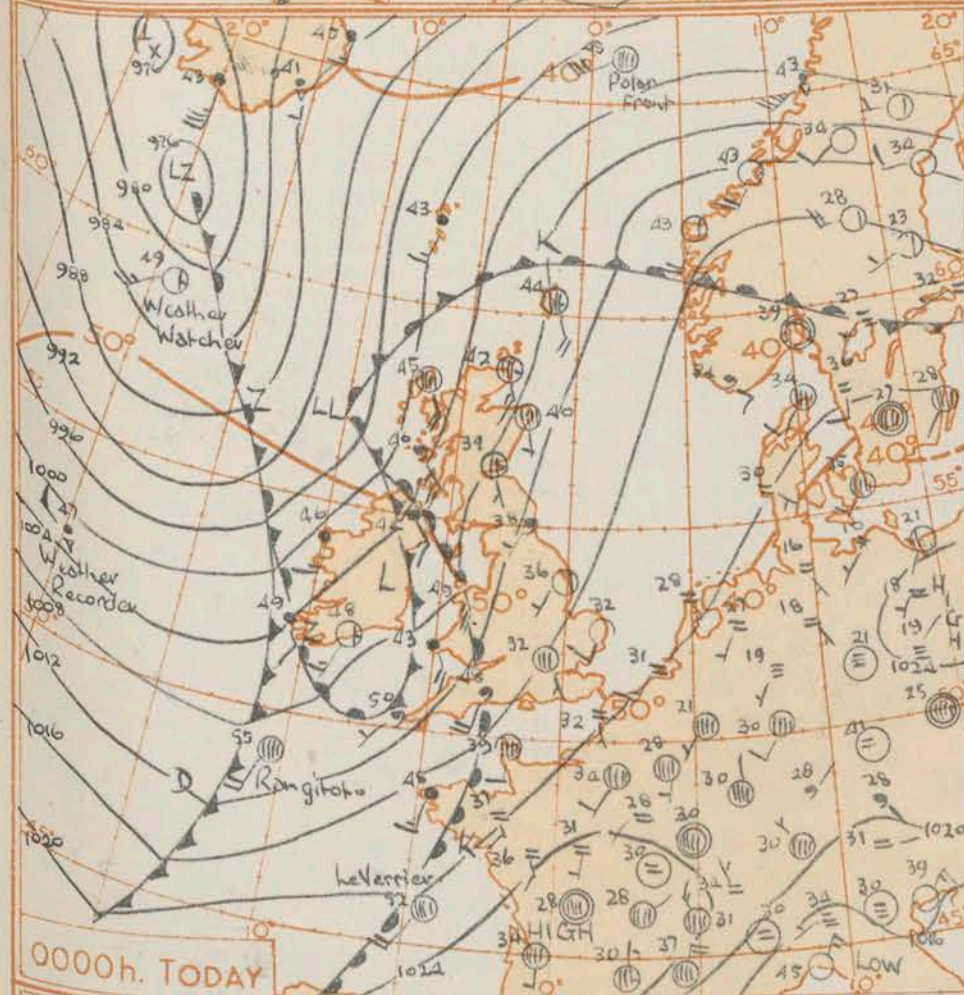
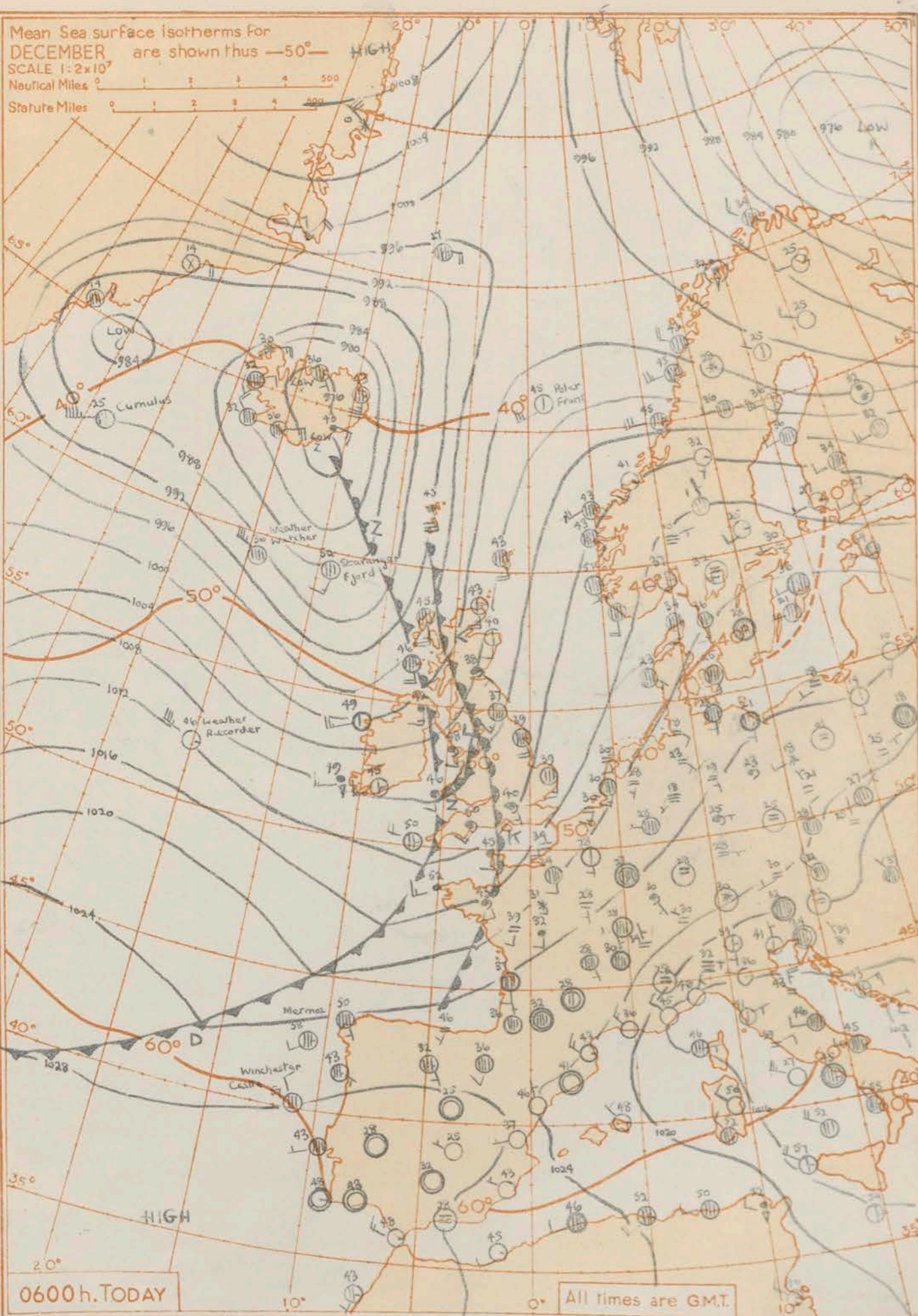
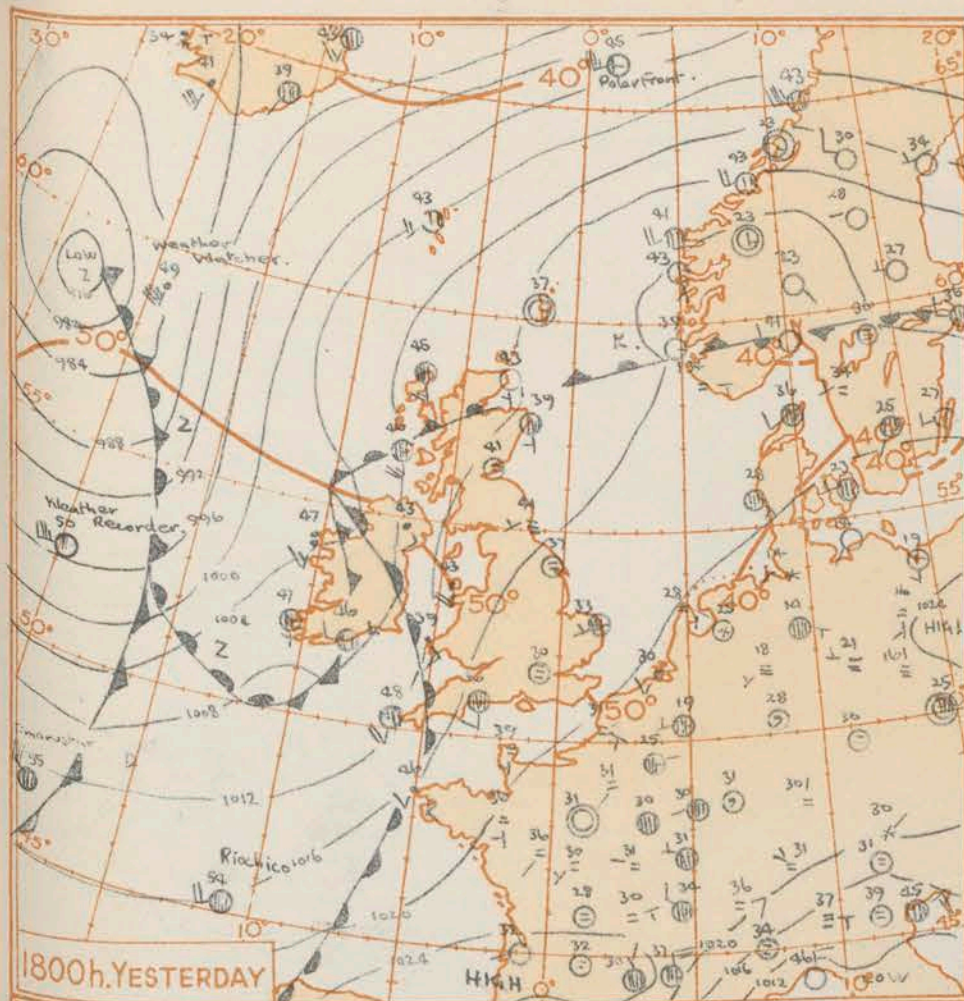


# CHART OF WEATHER IN PART OF NORTHERN HEMISPHERE





Mean Sea surface isotherms for  
DECEMBER are shown thus —50°— HIGH  
SCALE 1:2x10<sup>7</sup>  
Nautical Miles 0 1 2 3 4 500  
Statute Miles 0 1 2 3 4 500



# GENERAL SYNOPSIS DEVELOPMENT

A depression near the west coast of Ireland yesterday was absorbed by a deeper depression moving northeast over the Atlantic. The complex frontal system of the two depressions is now over the British Isles. It will move east to clear all districts by evening and will be followed by a ridge. The fronts of another depression now in mid-Atlantic will probably reach western areas of the British Isles tomorrow morning.

Issued at midday today Wednesday 28th December 1957

## FORECAST FOR BRITISH ISLES until noon tomorrow

Dull weather with rain or drizzle affecting most of England and Scotland will move east by evening followed by the variable cloud and scattered showers over western districts. The showers will die out tonight and tomorrow morning rain accompanied by strong to gale force winds will spread quickly eastwards over most western and northern areas. Temperature will be near average.

## OUTLOOK FOR following 24 hours:-

Rain soon spreading to all areas followed by showery weather.



## Page

PagePage

\* Information not usually received.

Page



THE DAILY WEATHER REPORT  
OF THE METEOROLOGICAL OFFICE, LONDON

No. 35091

Date of Issue: Thursday 19<sup>th</sup> December 1957

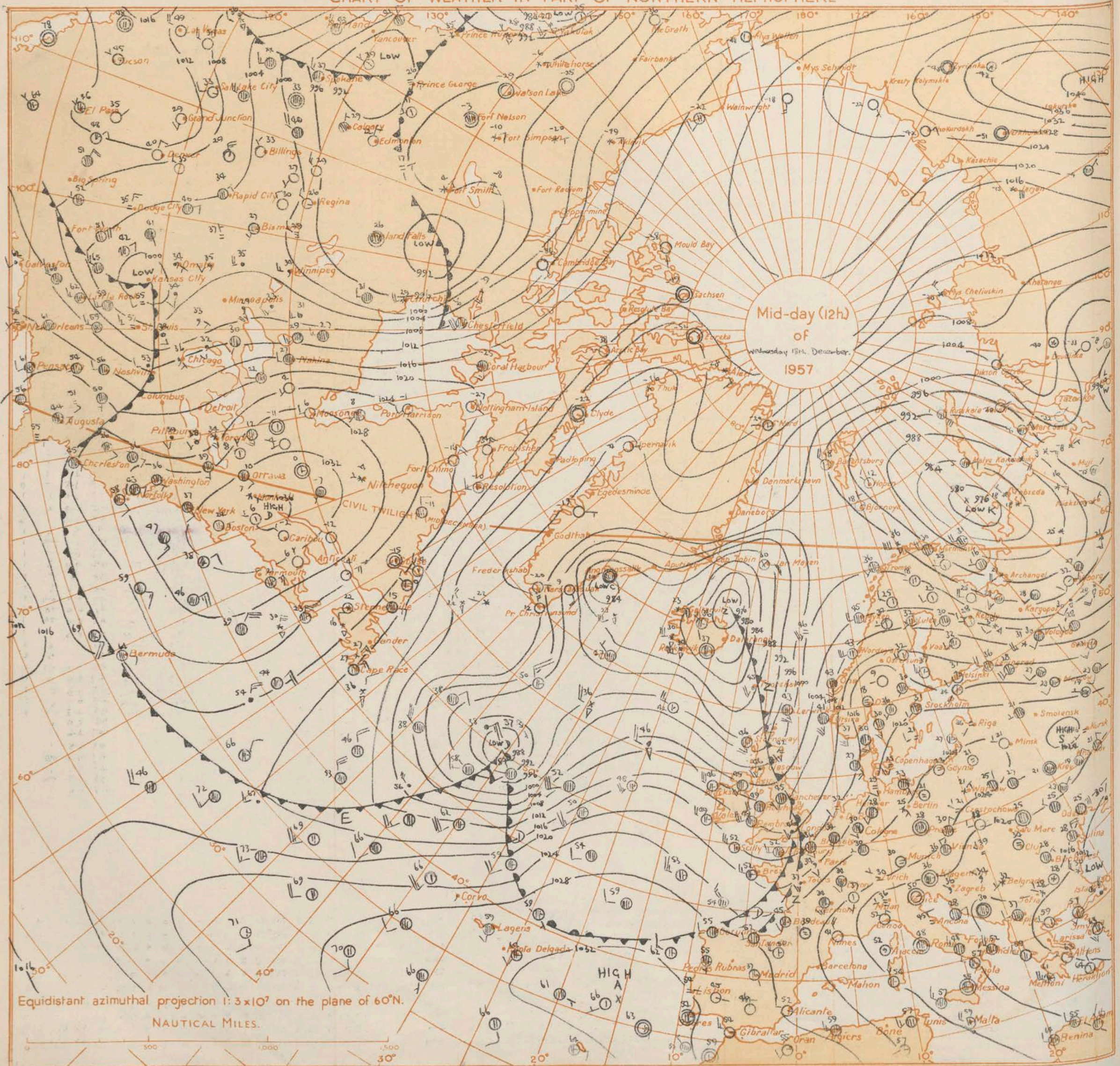
All times of observation printed in this publication are GREENWICH MEAN TIME

\* Information not usually received.

SIR GRAHAM SUTTON, C.B.E., D.Sc., F.R.S., Director General, Meteorological Office, Air Ministry, Kingsway, London, W.C.2

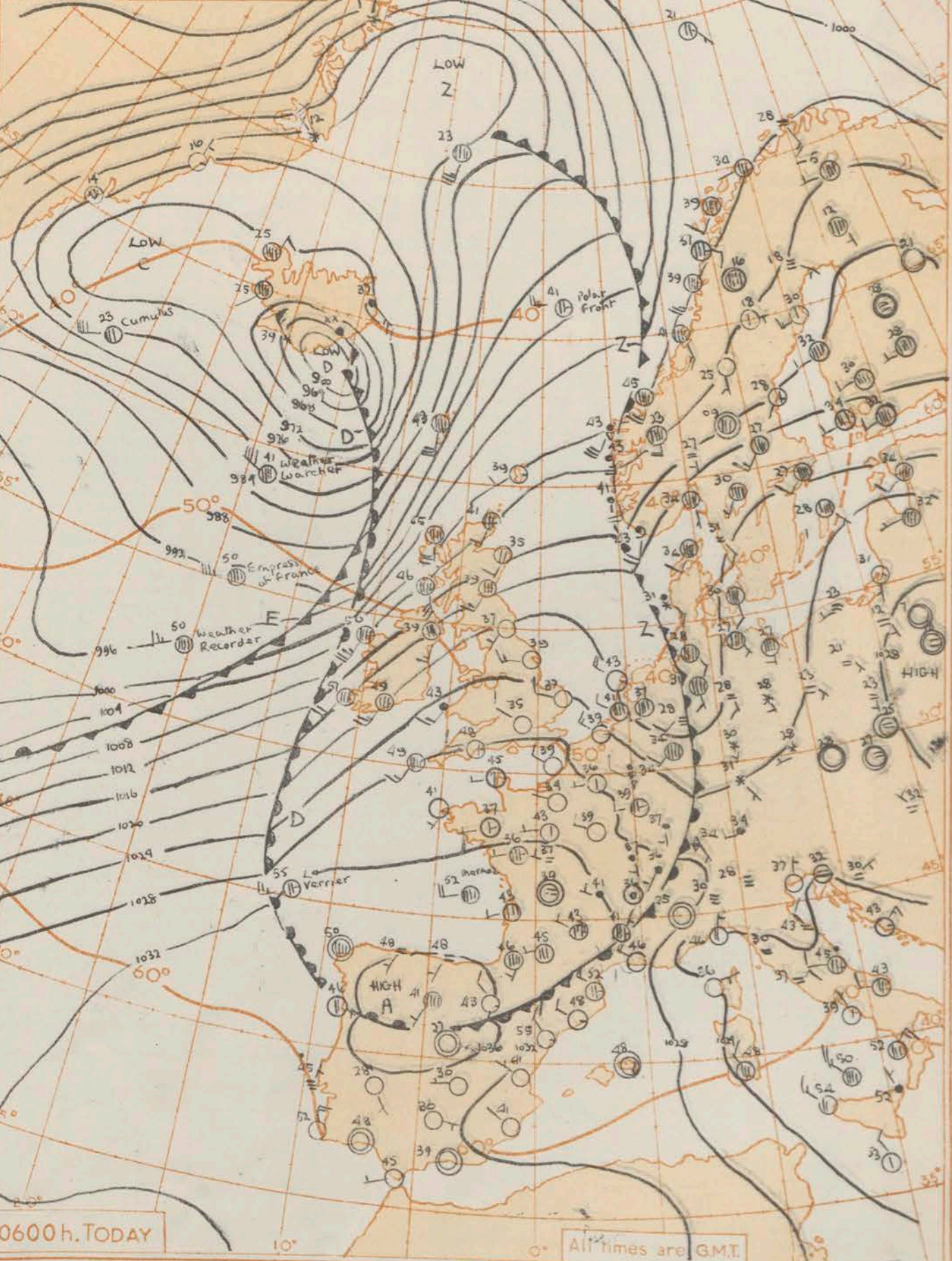


# CHART OF WEATHER IN PART OF NORTHERN HEMISPHERE





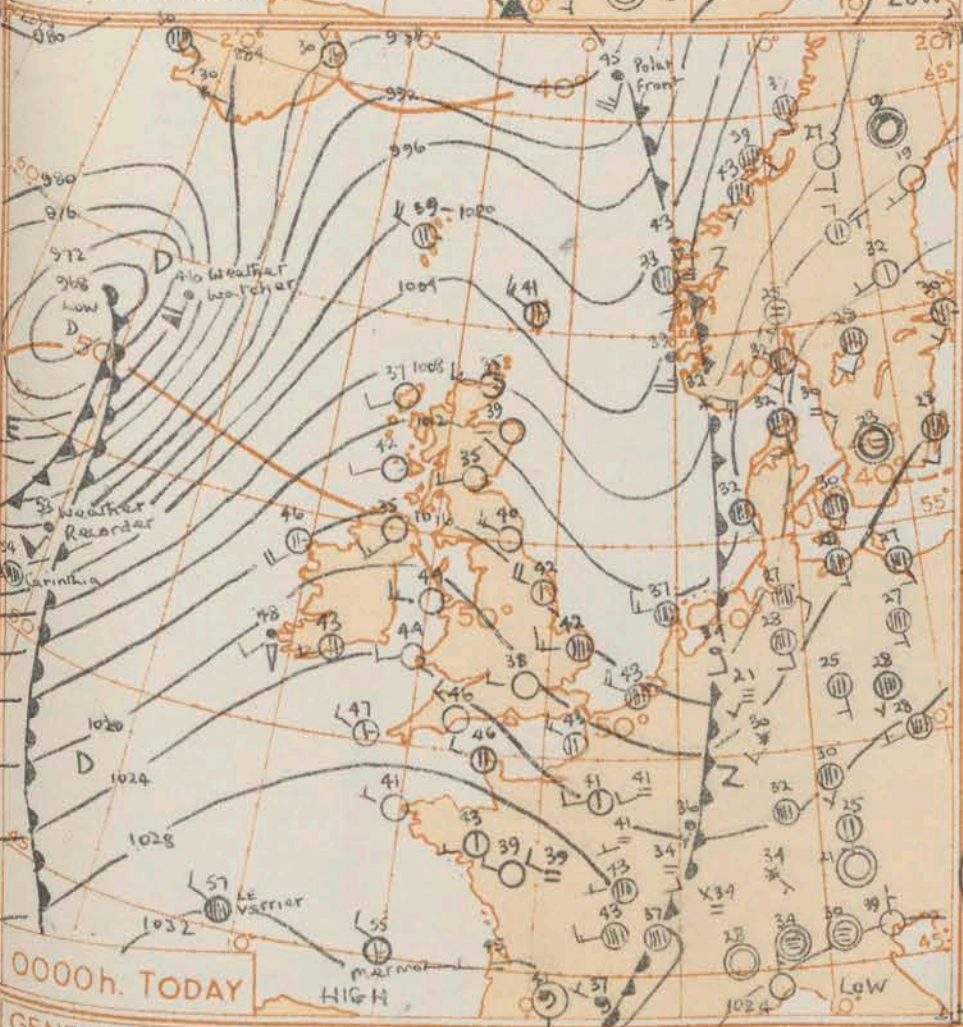
Mean Sea surface isotherms for  
DECEMBER are shown thus —50°—  
SCALE 1:2x10<sup>7</sup>  
Nautical Miles 0 1 2 3 4 500  
Statute Miles 0 1 2 3 4 500



0600 h. TODAY

All times are GMT.

1800h. YESTERDAY



0000h. TODAY

### GENERAL SYNOPSIS DEVELOPMENT

A trough over the British Isles yesterday moved into the North Sea followed by a ridge. An Atlantic depression has moved rapidly northeast to Iceland and the associated fronts approaching western districts are expected to cross much of the British Isles by tomorrow with further frontal waves moving rapidly across northern districts. An anticyclone over Spain will probably develop further and move into France.

Issued at midday today Thursday 19th December 1957

### FORECAST FOR BRITISH ISLES until noon tomorrow

England and Wales will be rather cloudy with occasional rain or drizzle chiefly in the west and north. Scotland and Northern Ireland will have rain at times and strong to gale winds, but there may be temporary clearances. It will be mostly mild.

### OUTLOOK FOR the following 24 hours.

Probably changeable in the north with rain at times but mild in the south and east, becoming colder later.



# THE DAILY WEATHER REPORT OF THE METEOROLOGICAL OFFICE, LONDON

OBSERVATIONS at 00h. G.M.T. 19th December 1957																								
OBSERVATIONS at 06h. G.M.T. 19th December 1957																								
OBSERVATIONS during NIGHT																								
Code FM 11.A	Station	Station Number	Wind Direction	Wind Speed	Weather	Bar at M.S.L.	Dry Bulb Temp.	Amount	Low	Height	Medium	High	Dew Point Temp.	Character	Change in 3 hours	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height
			N dd	W dd	WV	W	TT	Nh	CL	h	CM	CH	Td	a	pp	Nh	C	h	CM	CH	Td	a	pp	Nh
	Kew	775					40																	
	London Airport	772	0	27	10	66	02	0	232	38	0	0	9	0	0	34	2	41						
	Tangmere	874	0	23	06	62	02	0	234	36	0	0	9	0	0	34	2	36						
	Hurn	862	0	27	08	74	02	0	243	40	0	0	0	0	0	35	2	36						
	Guernsey	894	1	30	18	80	01	0	211	47	1	1	4	0	0	38	2	32	1	8	15			
	Felixstowe	697	0	28	18	88	02	0	190	41	0	0	9	0	0	38	2	39						
	Gorleston	497	8	27	13	60	21	6	166	12	8	5	5	1	1	39	3	38	8	6	28			
	Mildenhall	578	0	27	15	63	01	6	191	39	0	0	9	0	0	35	2	37						
	Cardington	559	0	26	11	63	02	1	210	38	0	0	9	0	0	34	2	42						
	West Raynham	485	3	27	15	60	02	8	178	38	0	0	9	0	2	35	2	43	3	0	75			
	Wittering	462	0	27	15	74	02	8	203	39	0	0	9	0	0	34	2	50						
	Boscombe Down	746	0	30	07	62	02	0	259	35	0	0	9	0	0	33	2	31						
	Ross-on-Wye	627	1	25	06	66	03	1	240	39	0	0	9	0	1	34	1	39	1	0	70			
	Bristol	628	1	25	06	66	03	1	240	39	0	0	9	0	1	34	1	39	1	0	70			
	Aberporth	502	1	26	12	69	02	0	238	44	1	0	9	4	0	35	2	23	1	3	62			
	Rhosneig (Cardiff)	715	0	31	08	74	02	0	251	37	0	0	9	0	0	34	2	31						
	Plymouth	827	1	29	06	58	04	0	268	42	1	8	5	0	0	37	2	29	1	6	20			
	Chivenor	707	1	29	12	81	02	0	257	45	1	5	5	0	0	35	2	21	1	6	20			
	St. Mawgan	817	0	28	13	69	02	0	269	46	0	0	9	0	0	39	1	23						
	Culdrose	809	0	29	11	69	02	0	274	41	0	0	9	0	0	38	2	21						
	Scilly	804	3	25	10	69	02	0	267	47	3	5	5	0	0	38	2	20	3	6	20			
	Elmdon	534	0	26	19	59	04	8	218	39	0	0	9	0	0	31	2	43						
	Shawbury	414	1	27	12	82	03	8	220	36	1	5	6	0	0	33	2	00	1	6	35			
	Manchester	334	1	27	08	63	02	8	201	41	1	5	7	0	0	34	2	47	1	6	56			
	Squires Gate	318	0	29	18	69	01	1	197	45	0	0	9	0	0	36	2	31						
	Valley	302	0	27	15	74	02	0	217	44	0	0	9	0	0	37	2	30						
	Ronaldsway	204	1	27	10	86	02	1	200	43	1	5	6	0	0	36	2	32	1	6	40			
	Silloth	214	1	25	12	69	03	6	182	40	1	5	6	0	0	37	2	38	1	6	45			
	Watnall	354	0	28	03	62	02	8	204	39	0	0	9	0	0	31	2	48						
	Spurn Head	396	2	29	21	68	02	0	160	42	2	5	4	0	0	40	2	50	2	6	18			
	Lindholme	361	0	29	13	66	02	1	185	40	0	0	9	0	0	35	2	46						
	Dishforth	261	2	28	14	74	03	8	173	39	0	0	9	0	1	30	2	43	2	0	78			
	Tynemouth	262	0	29	14	61	02	0	152	40	0	0	9	0	0	32	2	46						
	Eskdalemuir	162																						
	Mull of Galloway	131	3	27	18	80	03	0	193	41	3	5	5	0	0	39	2	35	3	6	20			
	Prestwick	135	0	26	20	66	02	1	166	43	0	0	9	0	0	34	2	32						
	Renfrew	141	2	25	10	74	02	8	160	40	2	5	6	0	0	34	2	38	2	6	30			
	Leuchars	171	0	24	08	74	02	0	136	35	0	0	9	0	0	30	2	50						
	Dyce	091	0	26	08	62	01	0	128	39	0	0	9	0	0	27	3	65						
	Wick	075	1	27	17	82	01	6	085	35	1	5	7	0	0	31	2	48	1	6	50			
	Cape Wrath	049	6	32	30	83	02	6	062	42	6	5	5	1	1	34	2	63	6	6	25			
	Sule Skerry	010	3	29	18	74	02	8	074	44	3	5	4	0	0	42	2	44	3	6	15			
	Lerwick	005	5	30	15	69	21	6	028	41	6	5	5	1	1	28	3	47	5	6	22			
	Stornoway	026	0	23	09	74	02	8	114	37	0	0	9	0	0	29	2	31						
	Benbecula	022	1	25	10	82	25	8	124	44	2	8	5	0	0	32	1	05	2	8	20			
	Tiree	100	1	25	10	82	01	8	143	42	1	2	5	0	0	31	1	07	1	8	20			
	Aldergrove	917	0	21	15	74	02	0	191	36	0	0	9	0	0	35	3	17						
	Malin Head	980	3	22	09	66	02	8	162	40	3	5	6	0	0	38	0	10	3	6	45			
	Belmullet	976	5	20	08	78	25	8	163	46	5	3	5	0	0	39	7	14	5	9	20			
	Birr	965	1	17	05	80	01	1	215	38	1	5	6	0	0	34	0	08	1	6	43			
	Collinstown	969	0	22	08	74	02	0	216	35	0	0	9	0	0	32	2	17						
	Rineanna	962	6	17	12	80	03	1	216	39	6	5	5	1	1	26	0	03	3	6	29	6	6	40
	Roches Point	952	4	21	07	82	01	1	242	43	4	5	6	1	1	39	0	03	4	6	46			
	Valentia	953	8	21	12	69	80	8	223	48	8	2	5	1	1	41	8	05	8	8	25			

## 00h. Ships Reports

Code FM 21.A	Ship	LAT.	LONG.	Wind Direction	Wind Speed	Weather	Bar at M.S.L.	Dry Bulb Temp.	Amount	Low	Height	Medium	High	Course	Bar	Temp.	Waves
		Lata	Lolo	N dd	W dd	WV	W	TT	Nh	CL	h	CM	CH	Ds	Vs	a	pp
	WEATHER WATCHER	593	179	8	18	60	96	61	6	751	46	5	7	3	2	0	7
	WEATHER RECORDER	527	199	8	19	50	96	60	6	750	53	8	7	3	1	2	1
	POLAR FRONT	660	020E	8	20	24	97	01	6	913	45	6	7	4	2	0	7
	CUMULUS	620	330	8	21	28	60	83	8	815	21	8	9	4	1	7	27
	U.S. SHIP 'C'	528	351	8	26	15	69	01	1	017	35	3	5	0	0	2	32
	U.S. SHIP 'D'	440	410	3	27	29	69	01	1	094	39	3	2	5	0	0	3
	LE VERRIER	454	101	8	28	10	60	02	1	332	57	8	5	5	1	4	12
	HEMOR	451	095	3	30	08	57	01	1	317	55	3	5	6	0	0	1
	WEATHER EXPLORER	535	020	5	29	30	98	01	1	055	46	4	7	5	1	4	2
	CARINTHIA	513	203	8	23	40	96	02	2	914	54	8	4	5	1	2	7

## 06h. Ships Reports

Ship	LAT.	LONG.	Total Cloud	Wind		Weather		Bar at M.S.L.	Dry Bulb Temp.	Cloud					Course		Bar	Temp.	Waves							
				Direction	Speed	Visibility	Present			Past	Amount	Low	Height	Medium	High	Direction			Speed	Character	Change in 3 hours	Sea	Dew Point	Direction	Period	Height
	Lata	Lolo	N	dd	#	VV	ww	W	PPP	TT	Nh	CL	h	CM	CH	Ds	Vs	a	pp	Ts	Td	dew	Pw	Hw		
WEATHER WATCHER	591	180	8	29	42	97	26	8	790	41	4	9	4	0	0	0	3	114	60	35	77	4	4			
WEATHER RECORDER	525	200	8	29	25	97	02	6	953	50	8	6	4	-	-	5	1	20	83	47	99	4	4			
POLAR FRONT	660	020 E	5	27	25	97	01	6	959	41	5	8	4	-	-	0	3	30	55	36	23	4	4			
CUMULUS	518	321	6	25	41	60	26	8	781	23	6	9	4	0	0	5	1	7	70	05	25	5	5			
U.S. SHIP 'C'	528	351	2	34	20	69	02	7	039	32	2	5	5	0	0	0	2	08	60	26	01	3	6			
U.S. SHIP 'D'	440	410	4	32	26	69	01	1	119	48	2	1	5	1	0	0	3	15	63	37	30	4	7			
LE VERRIER	453	115	5	24	21	62	01	2	318	55	5	5	5	0	0	5	4	7	04	50	48	32	5	3		
HEMOR	456	025	8	24	22	96	53	5	380	51	8	5	5	-	-	2	5	2	11	54	50	30	4	4		
ARGYLLSHIRE	438	069	7	23	08	98	02	2	348	86	7	8	3	0	0	8	6	4	00	52	56	30				
EMPRESS OF FRANCE	551	183	8	26	37	97	20	8	928	50	8	6	4	-	-	2	5	1	40	54	44					



Date of Issue... Friday, 20th December 1957

No. 25,592.

Date of Issue... Friday, 20th December 1957

## OBSERVATIONS at 18h. G.M.T.

## OBSERVATIONS during DAY:

### 18h. Ships Reports

ed  
light

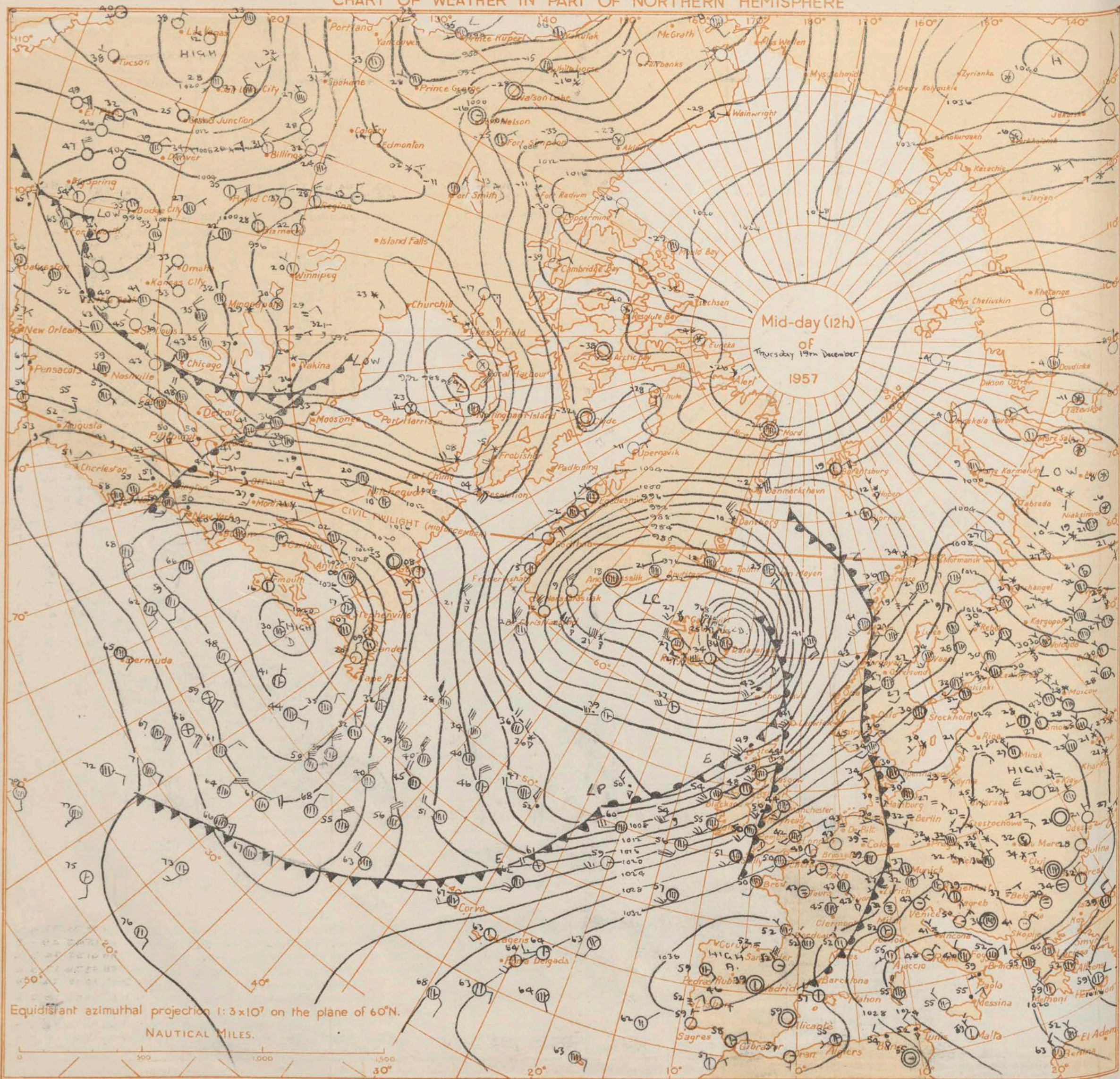
All times of observation printed in this publication are GREENWICH MEAN TIME.

\* Information not usually received.

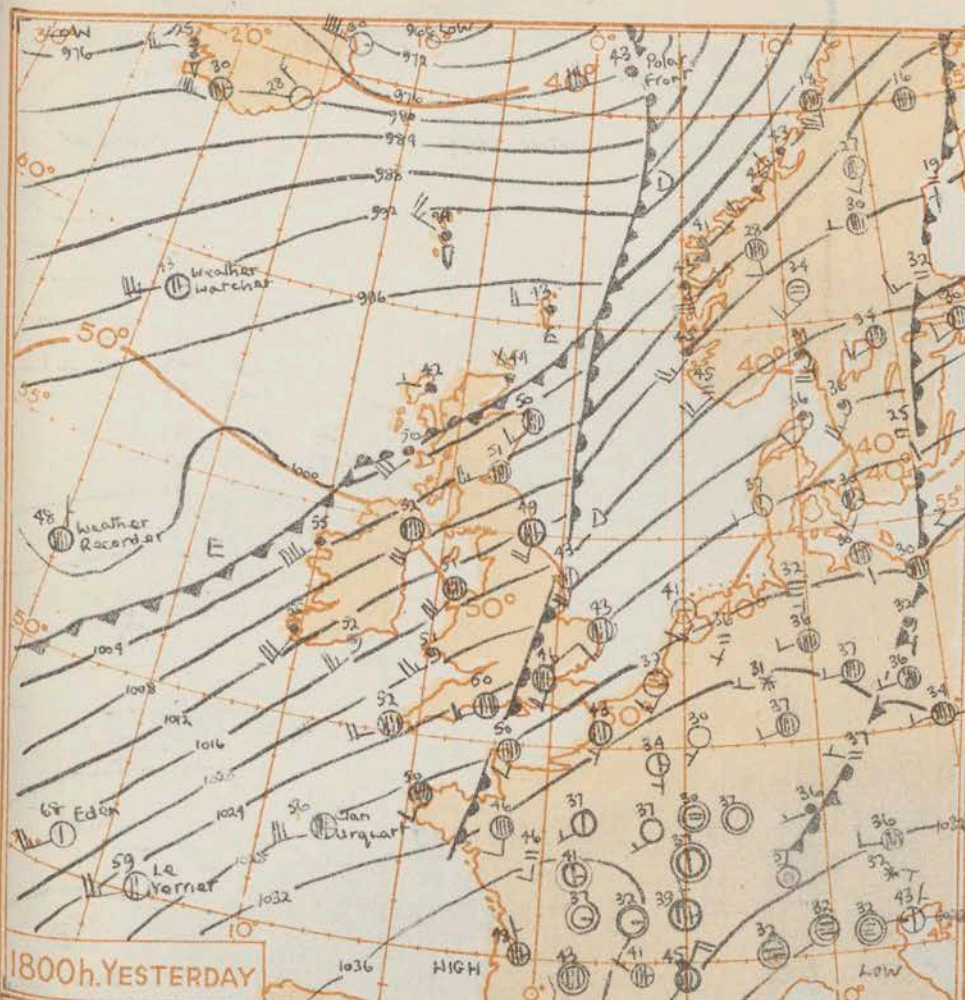
SIR GRAHAM SUTTON, C.B.E., D.Sc., F.R.S., Director General, Meteorological Office, Air Ministry, Kingsway, London, W.C.2



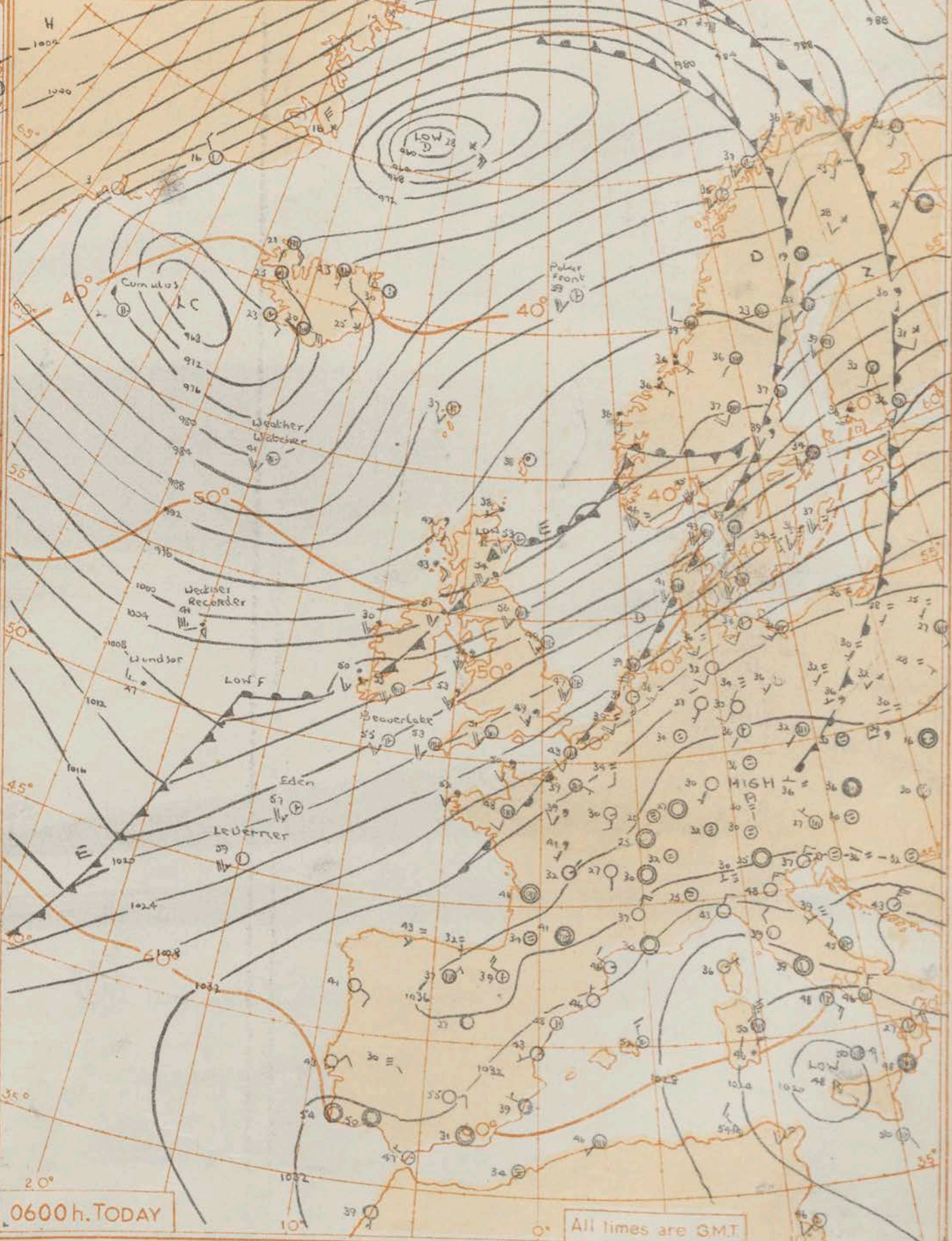
# CHART OF WEATHER IN PART OF NORTHERN HEMISPHERE







Mean Sea surface isotherms for  
DECEMBER are shown thus —50°—  
SCALE 1:2x10<sup>7</sup>  
Nautical Miles 0 1 2 3 4 500  
Statute Miles 0 1 2 3 4 500



0000h. TODAY

### GENERAL SYNOPSIS DEVELOPMENT

Frontal waves are expected to continue moving northeast for a time across Ireland and south Scotland, but the cold front will move east across most districts by tomorrow. An anticyclone has moved from Spain into France and is expected to merge with a developing anticyclone to the east of the Balkans.

Issued at Midday today Friday 20<sup>th</sup> December 1957

FORECAST FOR BRITISH ISLES until noon tomorrow  
Rain at times in most areas but bright periods and showers spreading into the north and west. Perhaps show on hills in the north but becoming generally colder. Mid in the south, with average temperatures in the north but becoming generally colder.

OUTLOOK FOR Following 24 hours.  
Changeable.

All times are GMT.



# THE DAILY WEATHER REPORT OF THE METEOROLOGICAL OFFICE, LONDON

OBSERVATIONS at 00h. G.M.T. 20th December 1957																									OBSERVATIONS at 06h. G.M.T. 20th December 1957																									OBSERVATIONS during NIGHT																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
Code FM 11.A	Station	Station Number	Total Cloud	Direction	Speed	Visibility	Present	Past	Bar at M.S.L.	Dry Bulb Temp.	Amount	Low	Height	Medium	High	Dew Point Temp.	Change in 3 hours	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Weather	Temp. 21h to 09h	Temp. 21h to 09h	Temp. 21h to 09h	Temp. 21h to 09h																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
		(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)	(31)	(32)	(33)	(34)	(35)	(36)	(37)	(38)	(39)	(40)	(41)	(42)	(43)	(44)	(45)	(46)	(47)	(48)	(49)	(50)	(51)	(52)	(53)	(54)	(55)	(56)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
	Kew	775	0	0	0	0	0	0	4.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

## 00h. Ships Reports

Code FM 21.A	Ship	LAT.	LONG.	Total Cloud	Wind		Weather		Bar at M.S.L.	Dry Bulb Temp.	Cloud				Course		Bar		Temp.		Waves			
Direction					Speed	Visibility	Present	Past			Amount	Low	Height	Medium	High	Direction	Speed	Character's	Changes in 3 hours	Sea	Dew Point	Direction	Period	Height
Lalala	Lololo	N	dd	ff	VV	ww	W	PPP	TT	Nh	CL	H	CM	CH	Ds	Vs	a	bp	TaTs	TdTw	dwp	Pw	Hw	
WEATHER WATCHER	586	196	6	25	20	98	27	8	269	39	6	7	5	0	0	0	7	38	62	37	24	4	9	
WEATHER RECORDER	525	203	8	31	25	97	61	6	001	43	8	7	4	-	-	0	3	21	59	42	49	-	6	
LE VERRIER	452	144	2	22	26	65	02	0	253	59	2	2	5	0	0	6	2	8	14	02	55	22	3	5
POLAR FRONT	660	020E	4	24	34	99	26	8	866	37	4	9	4	0	0	0	2	26	58	30	21	2	6	
CUMULUS	621	327	4	31	10	70	03	8	746	23	4	9	4	0	0	6	1	5	03	70	10	24	5	7
SHIP "C"	528	355	2	32	48	69	02	0	090	34	2	2	4	0	0	0	2	25	62	20	29	4	9	
SHIP "D"	440	410	7	34	20	69	80	8	320	43	7	3	4	0	0	0	2	39	67	34	82	5	1	
CAMBRIDGE	386	118	4	05	02	98	01	1	350	60	4	4	3	0	0	8	2	02	51	53	34	3	3	
DUNCRAIG	535	323	7	27	30	97	85	7	042	32	6	7	-	-	-	2	4	00	66	32	27	-	-	
DILWARA	486	054	8	19	24	97	53	2	274	55	8	-	-	-	-	1	5	7	08	01	52	23	5	8



THE DAILY WEATHER REPORT  
OF THE METEOROLOGICAL OFFICE, LONDON

Date of Issue Saturday, 21st, December 1957

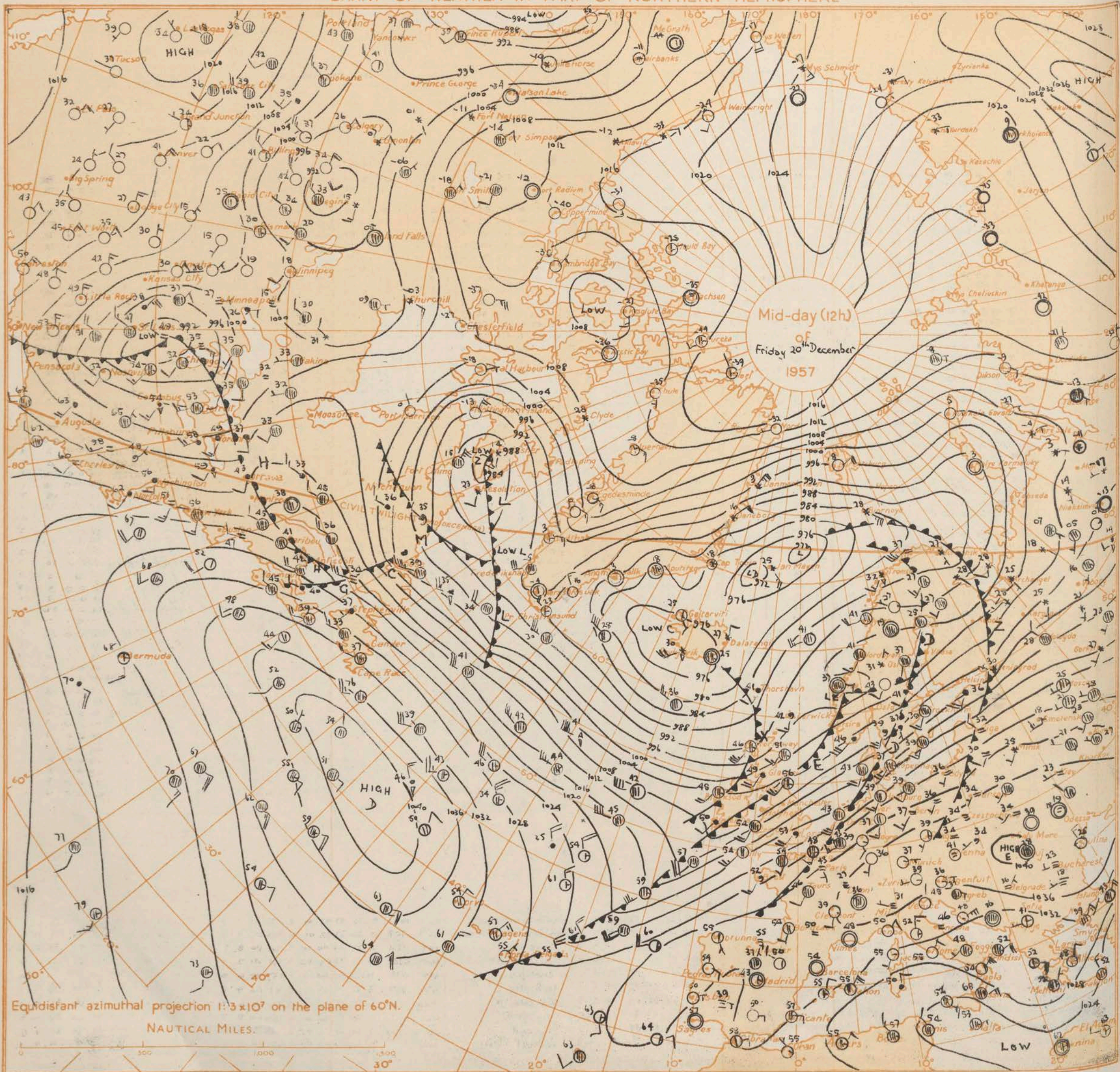
times of observation printed in this publication are GREENWICH MEAN TIME.

\* Information not usually received.

SIR GRAHAM SUTTON, C.B.E., D.Sc., F.R.S., Director General, Meteorological Office, Air Ministry, Kingsway, London, W.C.2

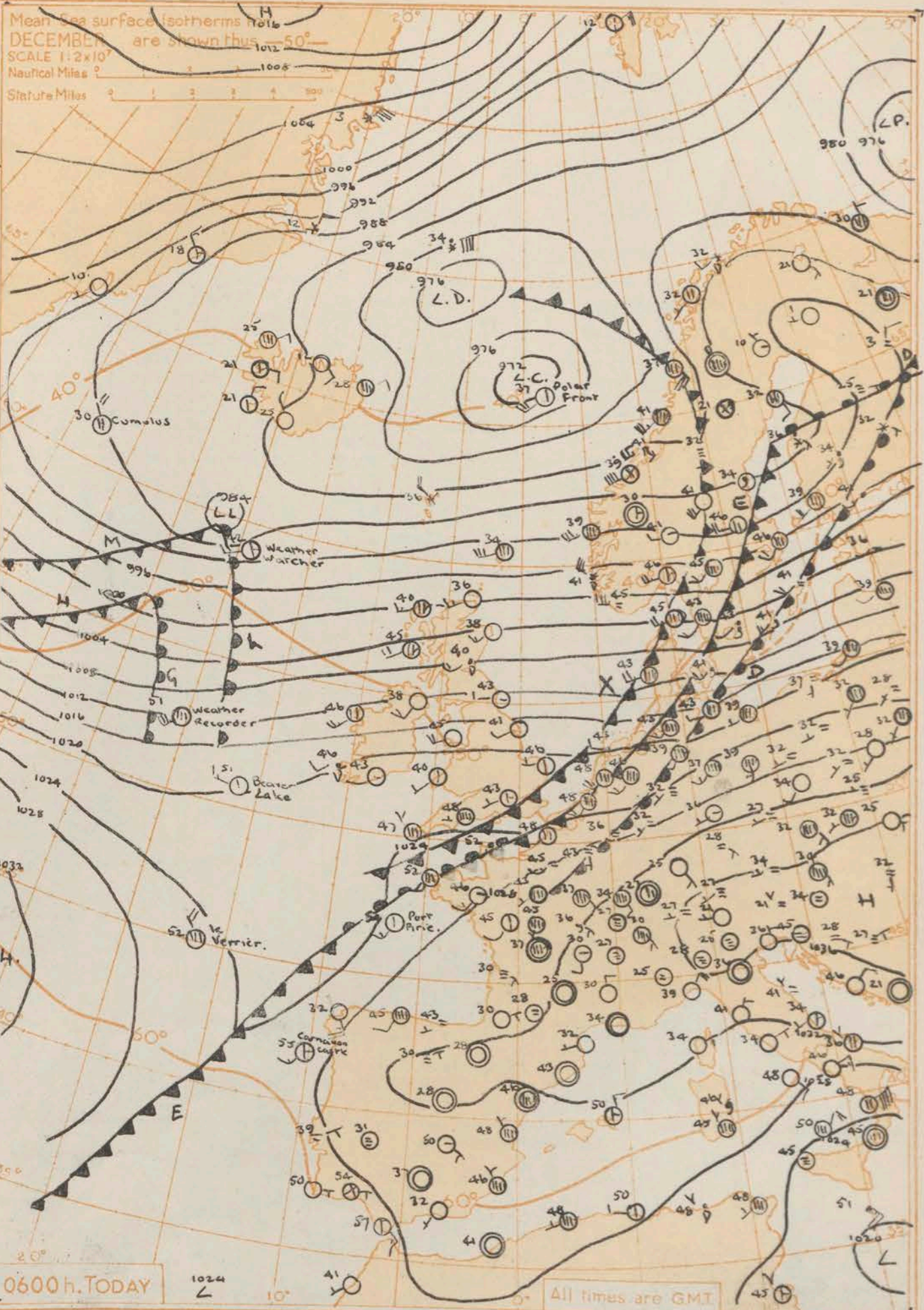


# CHART OF WEATHER IN PART OF NORTHERN HEMISPHERE



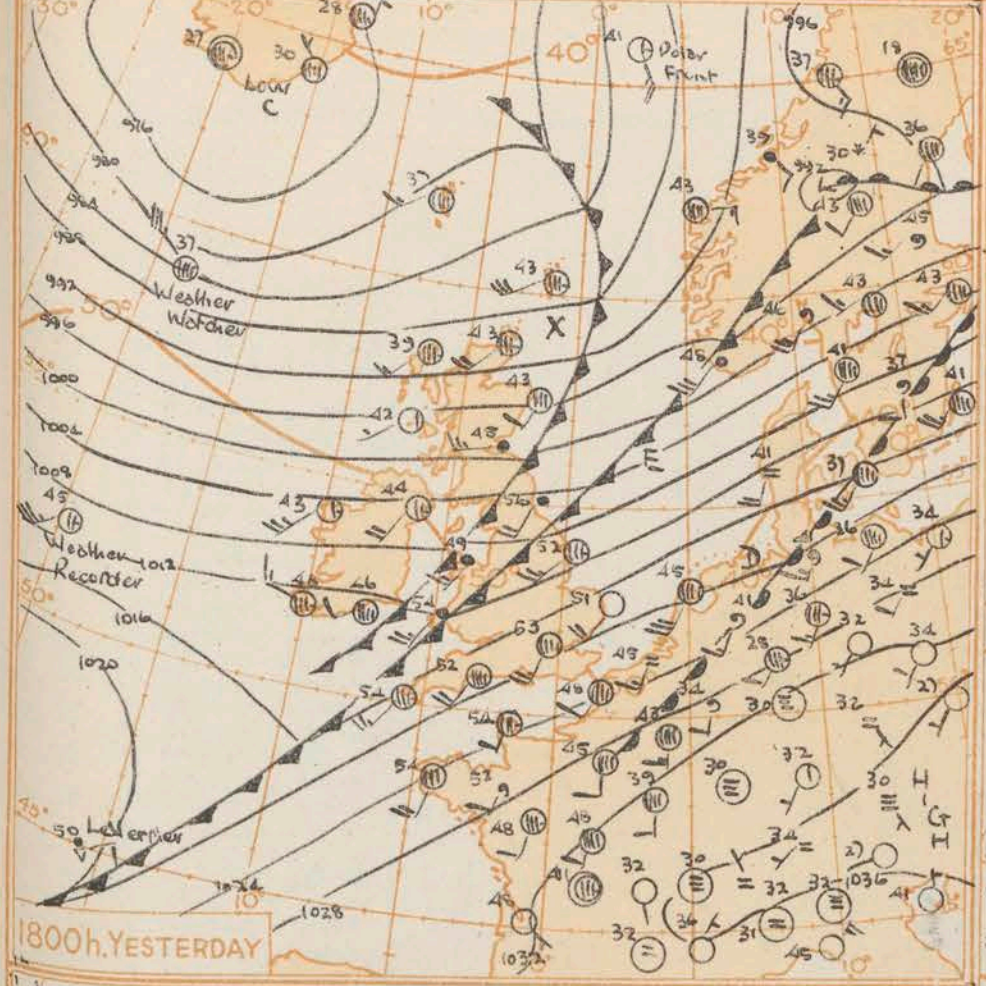


Mean Sea surface isotherms 1016  
 DECEMBER are shown thus 50°  
 SCALE 1:2x10<sup>4</sup>  
 Nautical Miles 0 100 200  
 Statute Miles 0 100 200

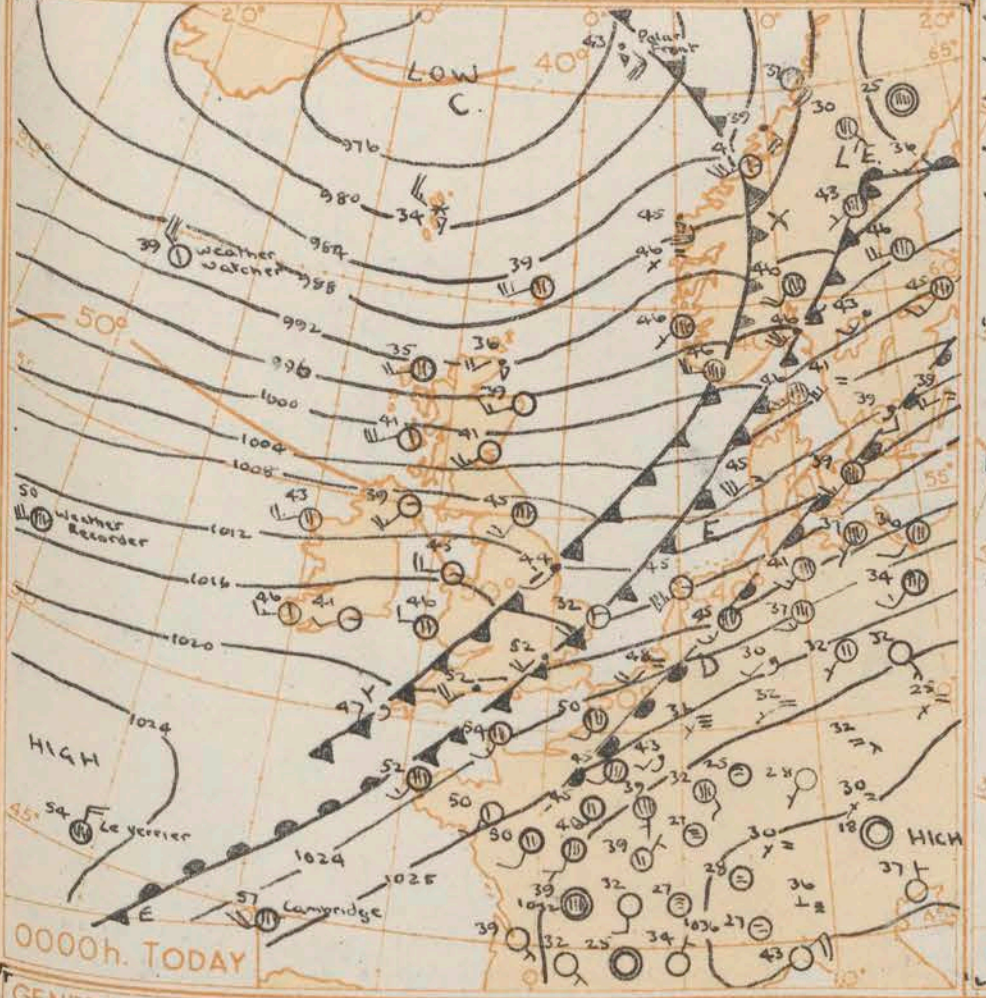


0600h.TODAY

All times are GMT



1800h.YESTERDAY



0000h.TODAY

### GENERAL SYNOPSIS DEVELOPMENT

Cold fronts moved south eastwards across the British Isles becoming quasi-stationary near the south coast. A depression near Iceland moved eastwards and pressure remained high over the continent giving mainly south westerly winds which were strong to gale in many areas. A small depression near Greenland moved very rapidly eastwards and this is expected to deepen near Scandinavia to become the main low in that area tomorrow, with the associated cold front moving south eastwards over the British Isles.

Issued at midday today Sunday 21st December

### FORECAST FOR BRITISH ISLES until noon tomorrow

Mainly showery over Scotland and Northern Ireland and becoming colder tomorrow with snow showers in the north. Fine at first over most of England and Wales becoming generally cloudy with a little rain in places. Temperature about average.

### OUTLOOK FOR following 24 hours -

Rather cold and showery over Scotland and Northern Ireland and later in northern England. Mainly cloudy in Wales and southern England with temperatures near normal.



## No

Co

\* Information not usually received.



THE DAILY WEATHER REPORT  
OF THE METEOROLOGICAL OFFICE, LONDON

Date of Issue. Sunday 22<sup>nd</sup> December. 1957

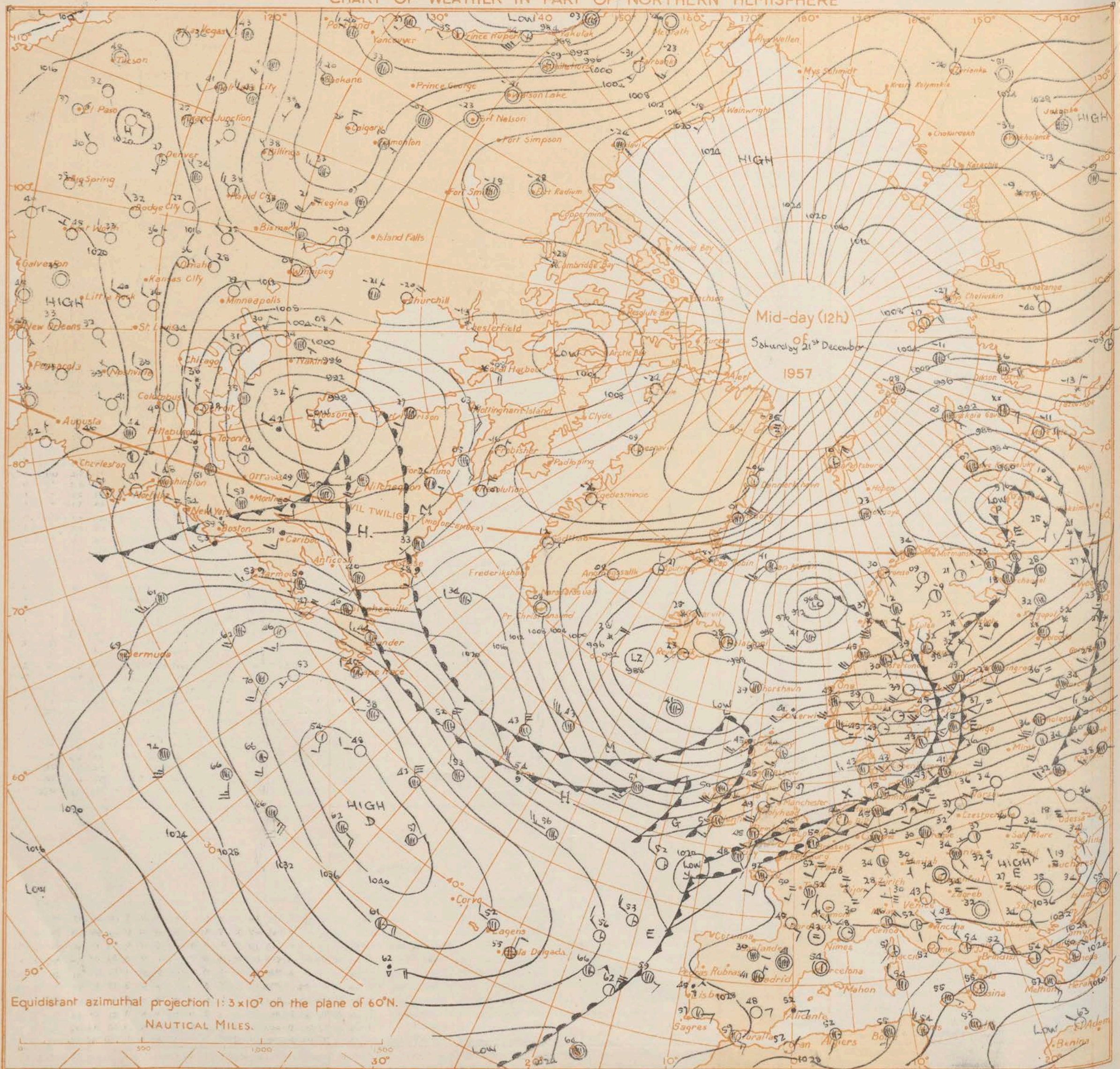
times of observation printed in this publication are GREENWICH MEAN TIME.

\* Information not usually received.

SIR GRAHAM SUTTON, C.B.E., D.Sc., F.R.S., Director General, Meteorological Office, Air Ministry, Kingsway, London, W.C.2.



# CHART OF WEATHER IN PART OF NORTHERN HEMISPHERE









# THE DAILY WEATHER REPORT OF THE METEOROLOGICAL OFFICE, LONDON

OBSERVATIONS at 00h. G.M.T. 22nd December 1957																									OBSERVATIONS at 06h. G.M.T. 22nd December 1957																									OBSERVATIONS during NIGHT																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
Code FM 11.A	Station	Station Number	Wind		Weather		Bar at M.S.L.		Dry Bulb Temp.		Cloud		Dew Point Temp.		Character		Change in 3 hours		Amount		Form		Height		Wind		Weather		Bar at M.S.L.		Dry Bulb Temp.		Cloud		Dew Point Temp.		Character		Change in 3 hours		Amount		Form		Height		Temp. 21h to 09h		Rain 21h to 06h, m		State of ground 06h.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
			Dir	Spd	Pres	Past	Pres	Temp	Temp	Low	High	Med	High	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp	Temp



THE DAILY WEATHER REPORT  
OF THE METEOROLOGICAL OFFICE, LONDON

Date of Issue: Monday 23rd December 1957

OBSERVATIONS at 12h. G.M.T. 22<sup>nd</sup> December 1951

OBSERVATIONS at 18h. G.M.T. 22<sup>nd</sup> December 1957

OBSERVATIONS during DAY

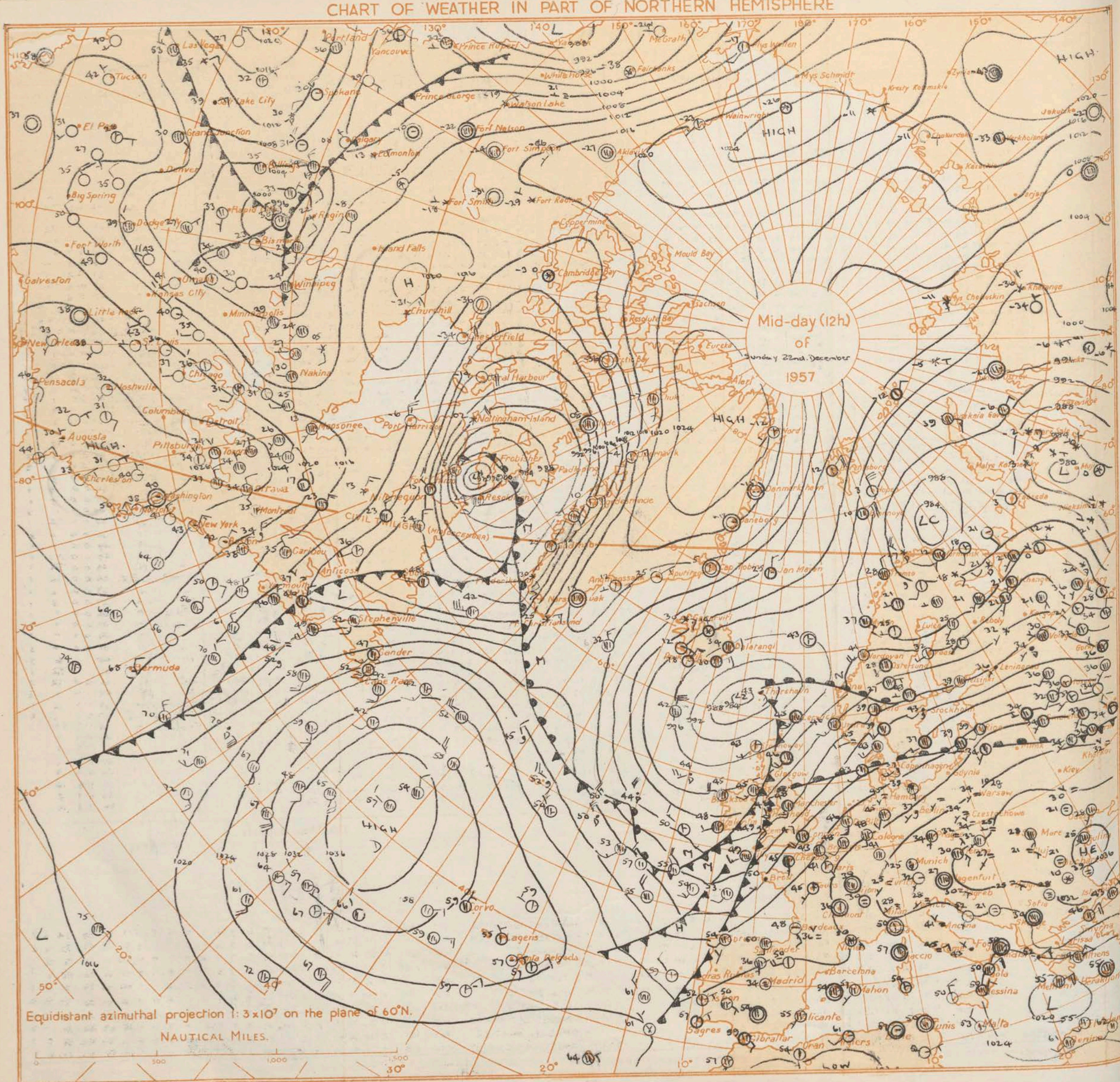
All times of observation printed in this publication are GREENWICH MEAN TIME.

\* Information not usually received.

SIR GRAHAM SUTTON, C.B.E., D.Sc., F.R.S., Director General, Meteorological Office, Air Ministry, Kingsway, London, W.C.2.



# CHART OF WEATHER IN PART OF NORTHERN HEMISPHERE









# THE DAILY WEATHER REPORT OF THE METEOROLOGICAL OFFICE, LONDON

OBSERVATIONS at 00h. G.M.T. 23rd December 1957																									OBSERVATIONS at 06h. G.M.T. 23rd December 1957																									OBSERVATIONS during NIGHT																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
Code FM 11.A		Station Number	Wind		Weather		Bar at M.S.L.		Dry Bulb Temp.		Cloud		Dew Point Temp.		Bar.		Cloud Layers		Total Cloud	Wind		Weather		Bar at M.S.L.		Dry Bulb Temp.		Cloud		Total Cloud	Bar.		Cloud Layers		Weather	Temp. 21h to 09h		m. Rain 21h to 09h	State of ground 09h.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
Station	Direction		Speed	Visibility	Present	Past	Amount	Low	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height		Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount		Form	Height	Amount	Form		Height	Amount			Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount

## 00h. Ships Reports

Code FM 21.A		LAT.	LONG.	Wind		Weather		Bar at M.S.L.	Dry Bulb Temp.	Cloud				Course		Bar		Temp.	Dew Point	Waves		Ship	LAT.	LONG.	Total Cloud		Wind		Weather		Bar at M.S.L.	Dry Bulb Temp.	Amount	Low	Height	Medium	High	Direction	Speed	Character <sup>c</sup> Change in 3 hours	Sea	Dew Point	Direction	Period	Height																						
Ship	Total Cloud			Direction	Speed	Visibility	Present			Past	Amount	Low	Height	Medium	High	Direction	Speed			Character <sup>c</sup> Change in 3 hours	Sea				Dew Point	Direction	Period	Height																																							
																													N	dd																H	VV	ww	W	PPP	TT	Nh	CL	h	CM	CH	Ds	Vs	a	pp	Ts	Td	Td <sub>w</sub>	dw	dw <sub>w</sub>	Pw	Hw

WEATHER WATCHER	586	184	1	33	28	98	01	8	014.40	1.2	5	0	0	0	2	13	61	37	49	-	7	WEATHER WATCHER	585	182	6	36	28	98	25	8	057.44	6	2	5	-	-	0	0	2	28	27	27	36	4	8		
WEATHER RECORDER	523	201	2	38	26	98	02	0	114.46	2.2	4	0	0	0	1	13	56	32	84	-	0	WEATHER RECORDER	524	200	2	35	27	99	03	0	104.04	1	2	5	0	0	8	1	2	22	38	36	34	4	7		
LE VERRIER	450	151	8	29	33	40	63	6	132.52	8.7	3	-	-	7	6	28	55	50	28	4	6	LE VERRIER	451	164	4	36	37	65	01	2	122.48	4	2	4	0	0	7	1	3	06	59	45	29	4	6		
POLAR FRONT	660	020E	9	07	29	97	63	2	948.41	9	-	-	-	0	0	4	00	53	36	07	4.9	POLAR FRONT	660	020E	9	06	34	97	21	6	962.39	9	-	-	-	0	0	2	07	58	39	06	4	4			
CUMULUS	619	328	8	36	07	05	02	1	194.36	2.5	5	2	-	8	1	3	11	56	23	36	5	5	CUMULUS	621	219	8	00	40	60	02	2	187.37	8	5	5	-	-	8	1	8	04	55	53	36	5	3	
U.S. SHIP "E"	528	355	3	29	14	69	02	1	250.46	3.6	3	0	0	0	0	2	12	01	40	27	4	5	U.S. SHIP "E"	528	355	3	27	23	69	02	1	259.47	0	0	9	0	7	1	5	4	00	55	35	27	3	6	
U.S. SHIP "D"	440	410	1	16	07	03	01	0	349.58	1.5	5	0	0	0	0	8	04	56	46	33	6	3	U.S. SHIP "D"	440	410	8	18	10	83	03	1	313.56	8	5	5	-	-	0	0	7	-2	54	48	25	6	2	
NEW YORK CITY	512	196	5	35	30	97	02	2	135.97	5	7	-	-	2	5	2	10	57	45	35	9	8	NEW YORK CITY	512	196	7	23	18	99	18	8	970.52	7	7	4	1	0	6	6	7	54	40	62	27	4	4	
RANGITIKI	440	147	8	24	24	99	02	2	123.56	8	3	4	4	-	5	5	8	14	52	48	27	6	6	RANGITIKI	536	165	8	23	26	98	25	6	115.53	8	-	-	-	-	5	5	2	06	55	51	29	4	0
GENERAL MAURKE ROSE	497	195	3	35	30	99	18	2	122.47	3	4	3	0	0	-	3	09	58	43	35	3	7	GENERAL MAURKE ROSE	510	175	4	32	26	98	81	3	119.42	3	7	4	6	0	6	5	0	35	62	40	35	-	-	
\* Information not usually received.																																															



THE DAILY WEATHER REPORT  
OF THE METEOROLOGICAL OFFICE, LONDON

No. 3506

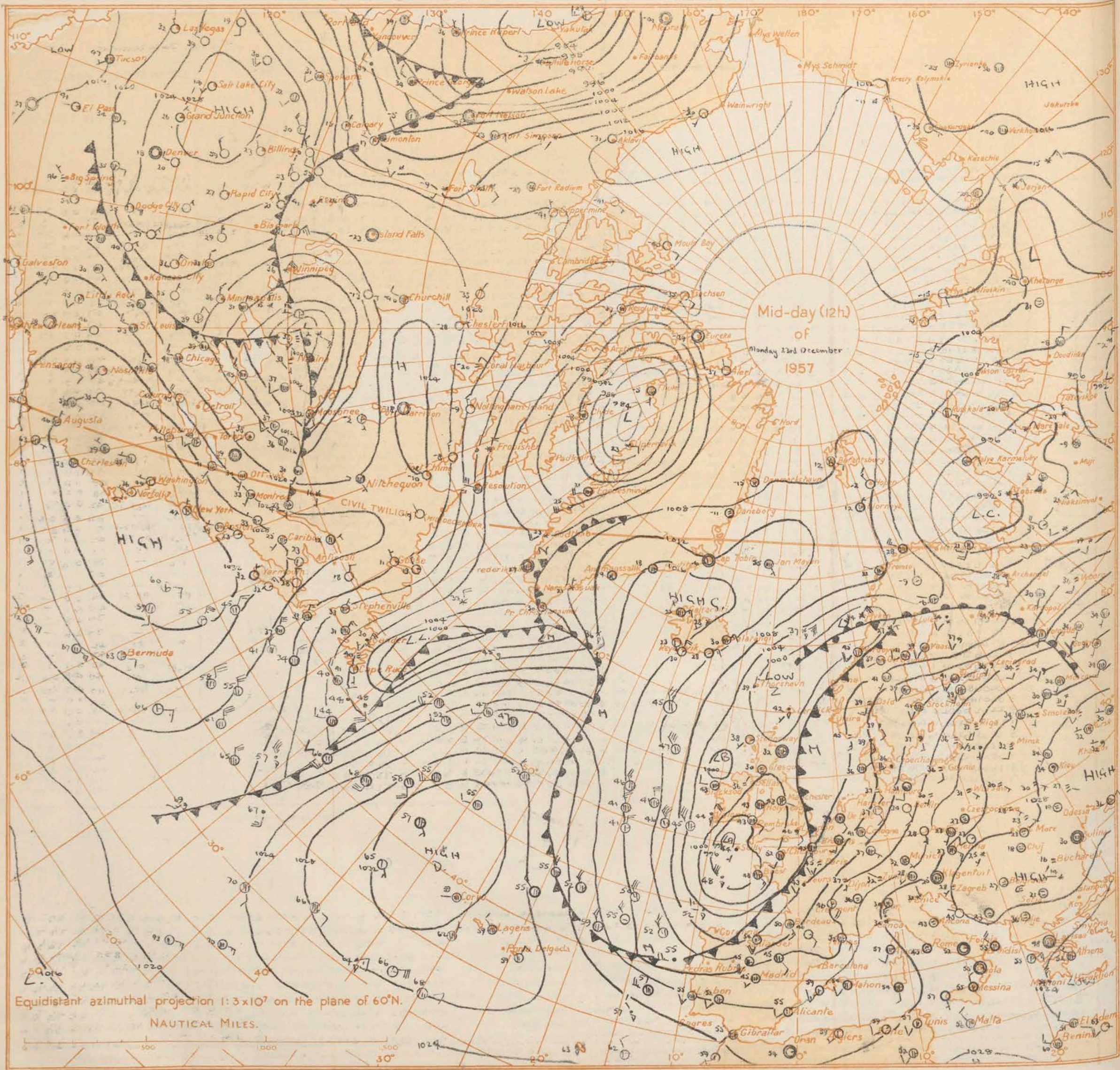
Date of Issue: Tuesday, 24th December 1957

[illegible]

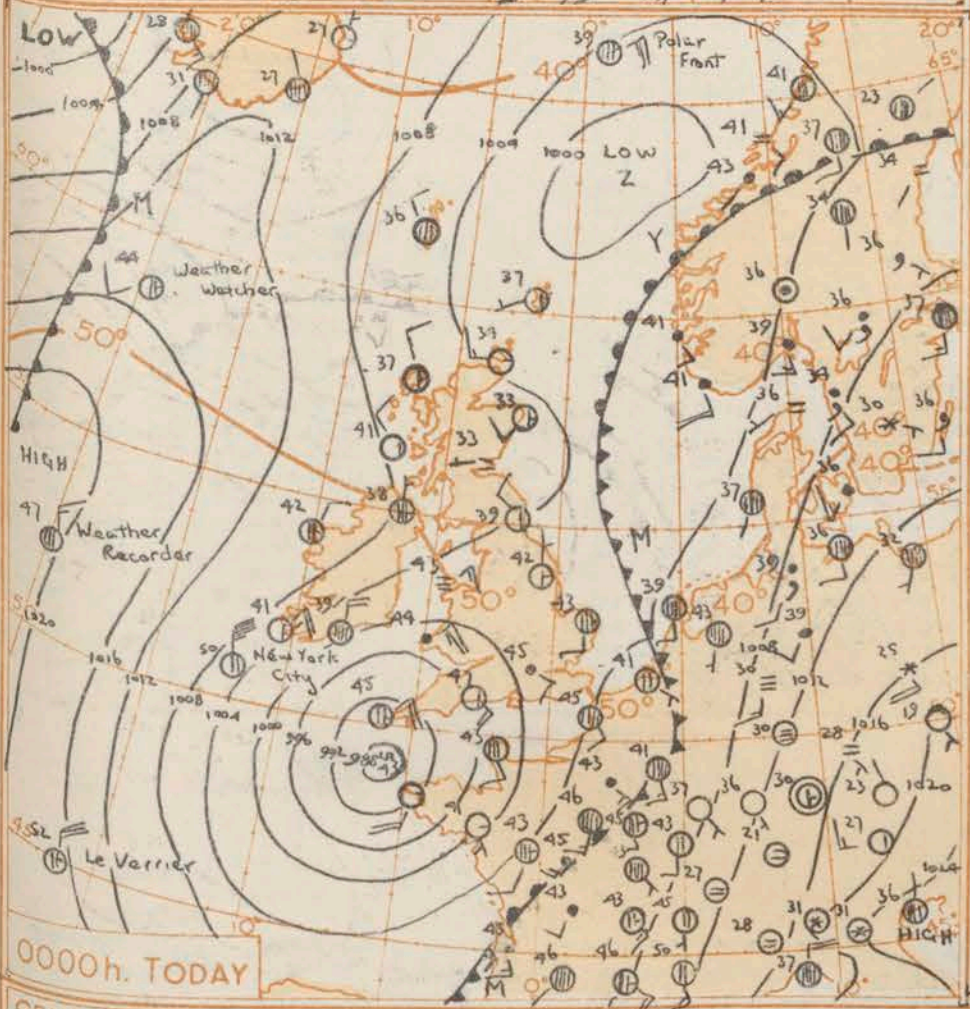
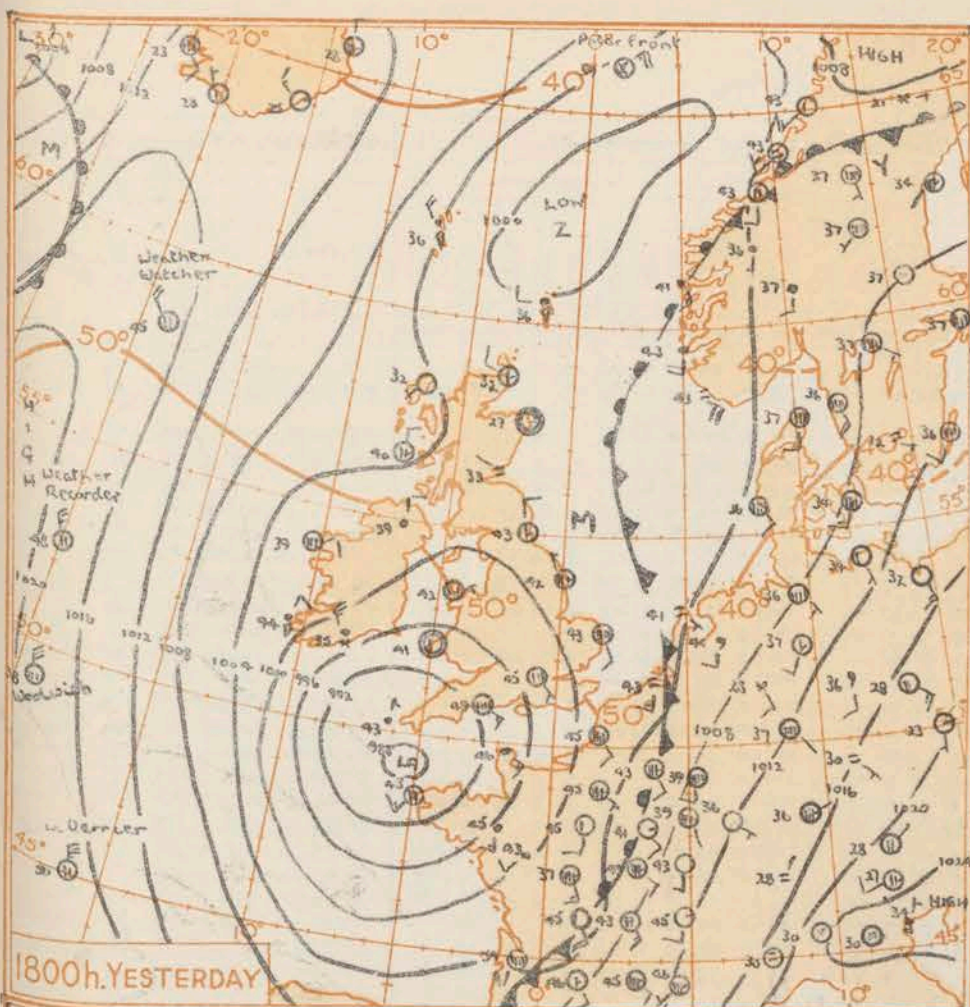
Code F.M.21.A		12h. Ships Reports																				18h. Ships Reports																											
Ship	LAT.	LONG.	Total Cloud		Wind		Weather		Bar at M.S.L.	Dry Bulb Temp.	Cloud					Course		Bar	Temp.	Waves			Ship	LAT.	LONG.	Total Cloud		Wind		Weather		Bar at M.S.L.	Dry Bulb Temp.	Cloud					Course		Bar	Temp.	Waves						
			Direction	Speed	Direction	Speed	Present	Past			Amount	Low	Height	Medium	High	Direction	Speed			Character	Change in 3 hours	Sea				Direction	Period	Height	Direction	Speed	Character			Change in 3 hours	Sea	Direction	Period	Height											
			N	dd	ff	VV	ww	W			PPP	TT	Nh	CL	h	CM	CH			Ds	Vs	a				pp	Ts	Td	dwdw	Pw	Hw			N	dd	ff	VV	ww	W	PPP			TT	Nh	CL	h	CM	CH	Ds
WEATHER WATCHER	584	181	4	35	25	98	02	1	113	45	4	2	5	0	0	0	2	24	56	31	35	4	8	WEATHER WATCHER.	582	181	4	32	24	98	16	8	170	45	4	8	5	0	0	0	2	30	56	32	48	-	8		
WEATHER RECORDER	525	200	5	34	27	99	02	1	158	46	5	2	4	-	0	0	2	12	56	39	34	4	6	WEATHER RECORDER.	524	198	4	34	26	99	01	2	150	48	1	2	4	0	1	0	2	18	54	41	34	7	-		
LE VERRIER	449	161	4	35	28	10	03	1	158	50	4	9	5	0	2	8	1	19	57	46	36	3	3	LE VERRIER.	452	161	4	35	33	70	03	8	161	50	4	9	5	0	2	8	1	2	13	57	43	36	3	4	
POLAR FRONT	660	0206	5	06	32	97	68	2	010	37	6	6	3	1	6	0	0	2	23	57	34	86	5	6	POLAR FRONT	660	0206	9	05	27	98	21	6	042	39	9	-	-	1	0	1	2	18	55	28	07	5	6	
CUMULUS	620	330	8	14	28	65	68	2	138	36	7	7	4	2	7	4	1	7	29	58	36	36	5	3	CUMULUS	622	331	8	14	36	56	63	69	78	41	6	7	1	2	-	4	1	8	50	51	41	16	5	7
U.S. SHIP "B"	565	510	8	34	22	58	71	7	051	33	8	0	4	2	-	0	0	3	02	53	31	34	4	5	U.S. SHIP "C"	528	355	8	20	28	69	02	2	203	47	8	5	5	-	0	0	7	20	02	44	22	4	6	
U.S. SHIP "C"	528	355	6	23	17	49	02	2	253	47	6	5	5	0	0	0	0	3	03	02	44	24	3	6	U.S. SHIP "D"	440	410	7	18	30	83	02	2	238	60	3	8	3	5	0	0	0	6	15	02	53	18	4	9
U.S. SHIP "D"	440	410	6	16	25	75	03	1	286	58	6	5	5	0	0	0	0	6	12	51	53	16	4	5	WOODWICH	493	130	6	34	30	98	16	8	163	38	5	7	4	0	-	5	4	7	0	2	44	34	4	9
AMERICAN IMPORTER	445	244	8	34	20	98	01	2	269	55	7	6	5	6	6	5	2	31	52	42	33	7	4	LANCAND	410	113	6	31	24	98	03	2	114	54	4	8	4	0	5	4	4	00	33	46	30	5	4		
VOLO	557	038	8	20	20	96	02	8	022	44	8	0	4	2	0	5	4	7	25	58	28	20	2	1	AMERICAN BANKER	452	283	8	32	10	97	07	2	308	35	8	6	0	-	2	3	-	07	-	-	20	2	-	
All times in GMT																																																	



## CHART OF WEATHER IN PART OF NORTHERN HEMISPHERE



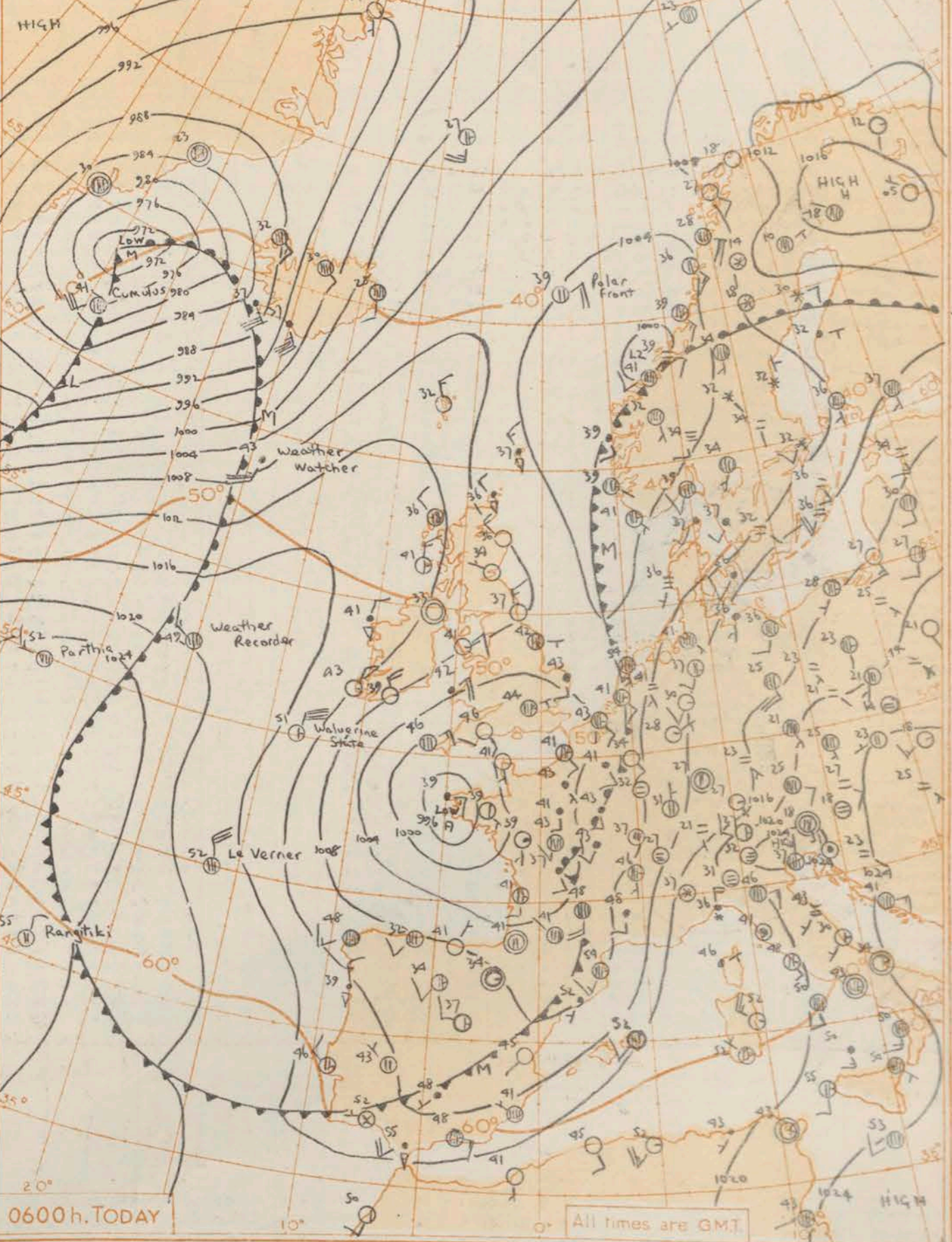




# GENERAL SYNOPSIS DEVELOPMENT

The depression yesterday north of Scotland continues slowly east-northeast, while the depression yesterday off southern Ireland is moving rather slowly south-southeast and pulling up rapidly. A depression which has moved from the Newfoundland area to the Denmark Strait is expected to move east-northeast and deepen, bringing westerlies across the northern half of the British Isles.

Mean Sea surface isotherms for  
DECEMBER are shown thus —50°—  
SCALE 1:2x10<sup>7</sup>  
Nautical Miles 0 1 2 3 4 500  
Statute Miles 0 1 2 3 4 500



Issued at midday today Tuesday 24th December 1957

# FORECAST FOR BRITISH ISLES until noon tomorrow

Wales and England south of the Humber will be mainly cloudy and rather cold today with rain or showers in places, but probably becoming cloudless in many areas tonight, with some frost and fog, and tomorrow morning probably mainly bright apart from fog patches. Over the rest of the British Isles bright periods in many places this afternoon will be followed by milder, cloudy, rainy weather spreading gradually from the northwest.

OUTLOOK FOR following 24 hours. Rather mild, cloudy weather extending south to many areas with rain in places, but brighter colder showery weather is likely to cross Scotland and perhaps some other northern districts during the period.



C



Lo

Gu

Re  
BrSe  
E

SY

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466
---	---	---	---	---	---	---	---	---	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----

寸

—



1

1



THE DAILY WEATHER REPORT  
OF THE METEOROLOGICAL OFFICE, LONDON

Date of Issue..... 25th May 1957.....

## 12h Ships Reports

Code F.M. 21.A	Ship		LAT. LONG.		Wind		Weather		Cloud		Course		Bar		Temp.		Waves							
			Total Cloud	Direction	Speed	Visibility	Present	Past	Bar as M.S.L.	Dry Bulb Temp.	Amount	Low	Height	Medium	High	Direction	Speed	Character	Change in 3 hours	Sea	Dew Point	Direction	Period	Height
	LsLsLs	LsLoLo	N.	dir	k	VV	ww	W	PPP	TT	Nh	CL	h	CM	CH	Dc	Vs	a	pb	TsTs	TdTs	dewdew	Per	Hy
WEATHER RECORDER	525	200	8	25	20	98	02	2	195	50	8	5	6	-	-	0	0	7	06	52.45	49	-	-	-
WEATHER WATCHER	588	187	8	23	33	96	02	6	975	50	6	7	4	2	-	0	0	7	35	51	46	23	4	9
WEATHER VERRIER	450	160	3	01	30	70	01	1	213	53	3	2	5	0	1	7	1	2	17	54	46	31	4	6
POLAR FRONT	660	020E	5	00	00	99	01	2	027	31	5	5	5	-	-	0	0	7	07	56	19	06	3	2
CUMULUS	619	327	7	27	49	65	15	8	768	36	6	9	4	7	0	6	1	3	03	57	30	28	5	8
U.S. SHIP "B"	565	510	7	25	11	69	02	2	173	28	7	5	6	0	0	0	1	08	58	13	27	3	2	-
U.S. SHIP "C"	523	355	8	32	23	65	02	6	156	44	3	7	5	2	4	0	0	2	49	52	39	49	-	-
U.S. SHIP "D"	440	410	8	29	10	58	61	4	180	53	6	7	4	2	-	0	0	3	24	55	51	18	4	-
PARTHA	496	299	5	22	15	98	02	2	231	54	5	4	4	-	-	6	7	7	08	52	52	25	3	0
AMERICAN CLIPPER	501	121	5	36	22	98	03	2	173	50	5	3	4	0	0	2	5	1	12	55	42	36	5	-

### 18h. Ships Reports

Ship	LAT.	LONG.	Weather										Course		Bar	Temp.		Waves								
			Total Cloud	Direction	Speed	Visibility	Present		Past	Bar at M.S.L.	Dry Bulb Temp.	Cloud					Direction	Speed	Character	Change in 3 hours	Sea	Dew Point	Direction	Period	Height	
							Wind	Weather				Amount	Low	Height		Medium										High
	LtLat	LoLoLo	N	dd	H	VV	ww	W	PPP	TT	Nh	CL	h	CM	CH	Dz	Vz	h	pp	TzTaTd	Td	dwdw	W	Hw		
WEATHER WATCHER	591	183	4	27	32	96	64	6	815	50	8	7	4	1	1	0	0	5	54	51	48	74	4	2		
WEATHER RECORDER	525	197	2	25	27	98	01	2	168	51	2	1	5	0	0	0	0	7	04	51	49	49	1	3		
LE VERRIER	452	162	3	01	26	70	02	0	222	50	3	2	5	0	0	8	1	2	10	53	42	31	4	6		
POLAR FRONT	660	020E	8	00	00	97	51	5	984	39	8	6	3	1	1	0	0	7	29	53	54	49	1	2		
CUMULUS	619	324	5	28	34	75	01	8	769	41	5	9	7	0	0	7	1	5	02	56	28	78	5	2		
U.S. SHIP "C"	528	355	4	34	17	69	02	2	196	41	1	5	5	2	1	0	0	3	20	57	30	32	5	7		
U.S. SHIP "D"	410	410	8	32	15	54	51	6	161	51	8	6	3	1	1	0	0	5	08	52	49	23	5	7		
BIRMINGHAM CITY	516	221	8	27	20	98	02	2	205	52	8	6	6	1	1	6	4	5	00	51	46	25	4	3		
WOLVERINE STATE	494	172	8	32	11	98	02	1	220	53	8	5	4	1	1	6	6	4	00	51	51	03	5	2		
BARRON MURRAY	473	117	3	36	18	78	01	2	163	47	3	5	6	1	1	5	3	1	40	53	42	35	4	4		

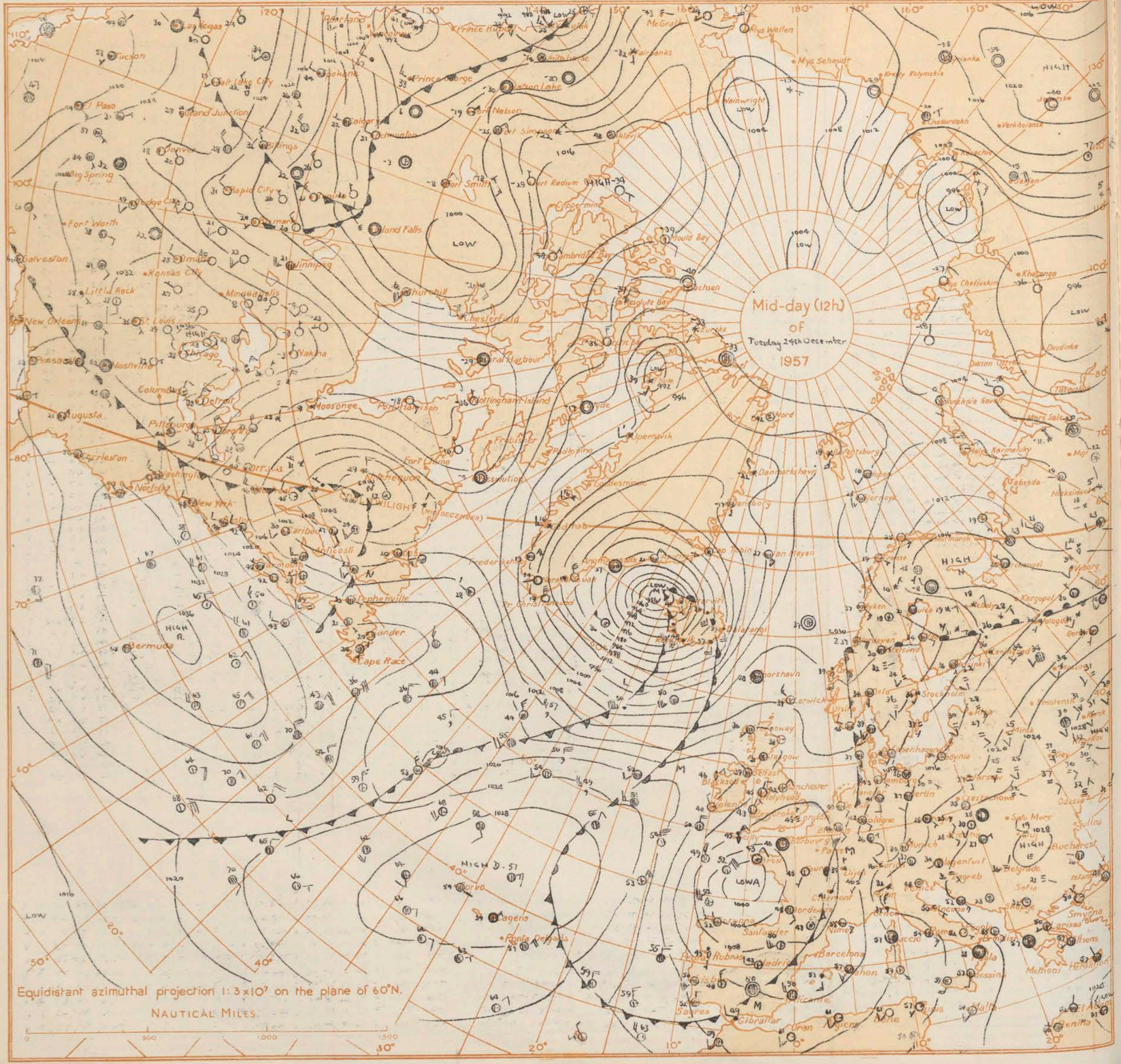
All times of observation printed in this publication are GREENWICH MEAN TIME

\* Information not usually received.

SIR GRAHAM SUTTON, C.B.E., D.Sc., F.R.S., Director General: Meteorological Office, Air Ministry, Kingsway, London, W.C.2.



# CHART OF WEATHER IN PART OF NORTHERN HEMISPHERE



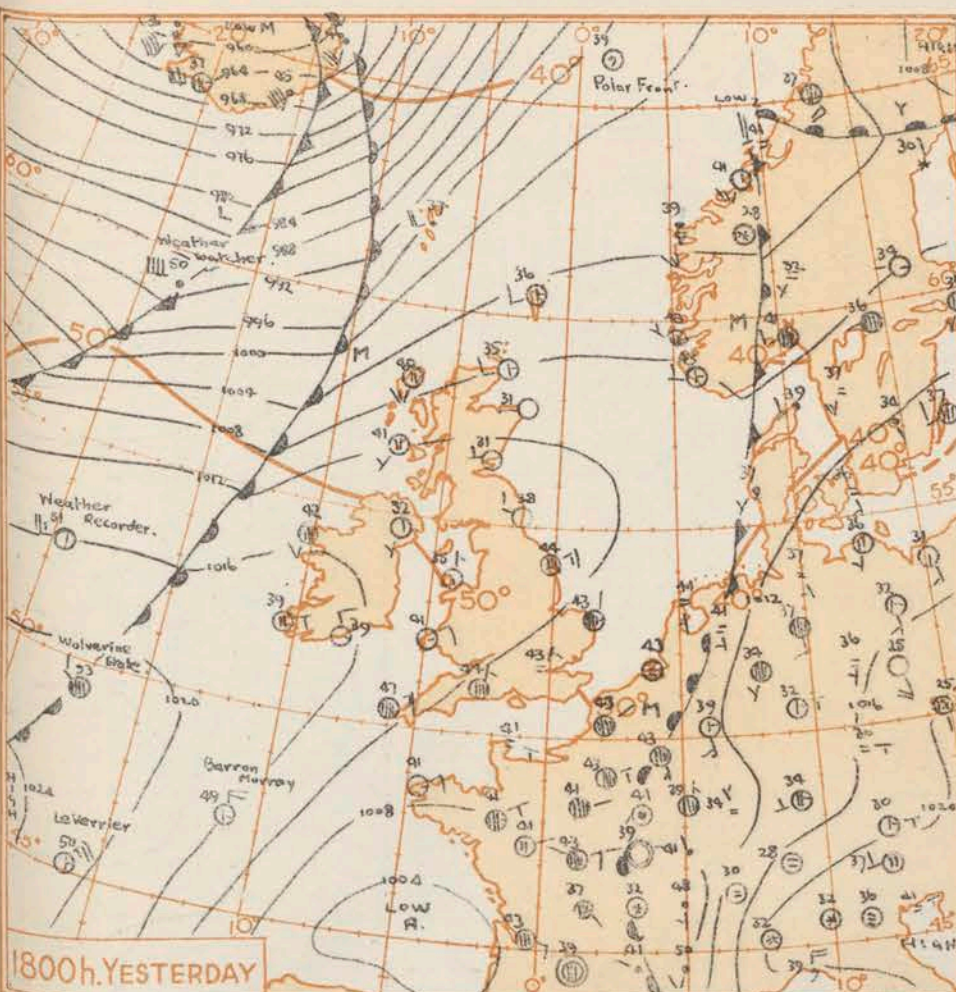
Equidistant azimuthal projection 1:3x10<sup>7</sup> on the plane of 60°N.

NAUTICAL MILES

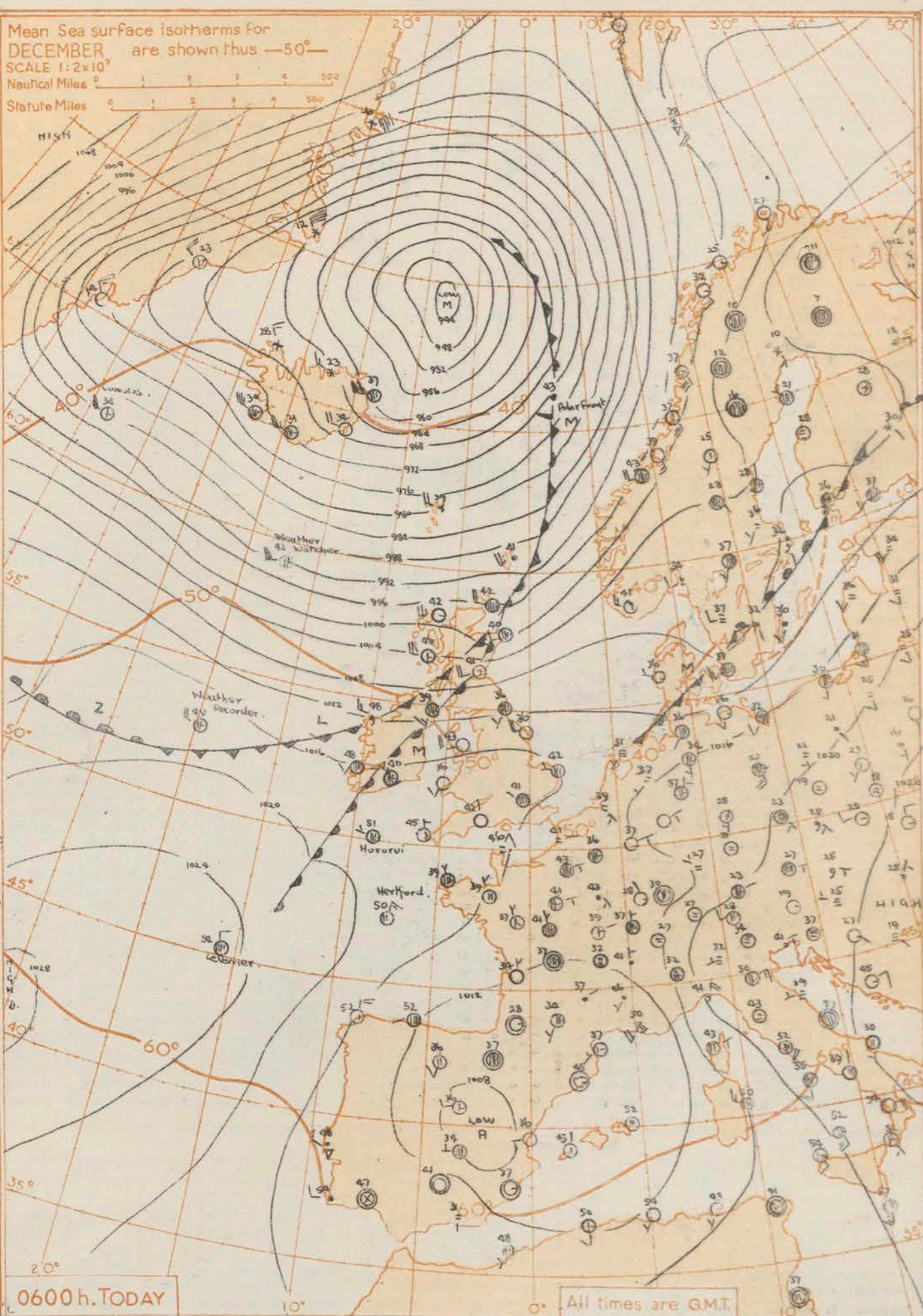




Mean Sea surface isotherms for  
DECEMBER are shown thus —50°—  
SCALE 1:2x10<sup>7</sup>  
Nautical Miles 0 1 2 3 4 500  
Statute Miles 0 1 2 3 4 500



1800h. YESTERDAY



0600h. TODAY

All times are GMT.

# GENERAL SYNOPSIS DEVELOPMENT

The ridge of high pressure over southern England is moving slowly south-east. An intense and deep depression off northeast Ireland is only moving slowly northeast and westerly winds around its southern flank are spreading across the British Isles. A secondary depression is expected to move north-east from mid-Atlantic to skirt northern Scotland early tomorrow.

Issued at midday today Wednesday 25th. December 1957

## FORECAST FOR BRITISH ISLES until noon tomorrow

Changeable weather is expected to affect Scotland, Northern Ireland and northern England giving periods of rain and squally showers though with some brighter periods also: the wind will occasionally reach gale force especially in the north. Over Wales, central and southern England mist and fog will give way to cloudier weather, though fog may recur in southern England, perhaps with frost in places.

## OUTLOOK FOR following 24 hours:-

Changeable in most parts of the British Isles.



# THE DAILY WEATHER REPORT OF THE METEOROLOGICAL OFFICE, LONDON

OBSERVATIONS at 00h. G.M.T. 25th December 1957																									OBSERVATIONS at 06h. G.M.T. 25th December 1957																									OBSERVATIONS during NIGHT																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
Code F M 11.A		Station	Station Number	Total Cloud	Wind		Weather		Bar	Cloud Layers										Total Cloud	Wind		Weather		Bar	Cloud Layers										Weather	Temp		Rain	State of ground																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
Direction	Speed				Present	Past	Amount	Height		Amount	Height	Amount	Height	Amount	Height	Direction	Speed	Present	Past		Amount	Height	Amount	Height		Amount	Height	Amount	Height	21h. to 09h.	09h. to 09h.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
N	dd	R	VV	W	PP	TT	Nh	CL	h	CM	CH	TsTd	a	pp	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	Nh	C	hsh	N



THE DAILY WEATHER REPORT  
OF THE METEOROLOGICAL OFFICE, LONDON

Date of Issue: Thursday 26th December 1957

## OBSERVATIONS at 12h, G.M.T. 25th December 1957

## OBSERVATIONS at 18h. G.M.T. 25th December 1957

## OBSERVATIONS during DAY

## 12h. Ships Reports

### 18h. Ships Reports

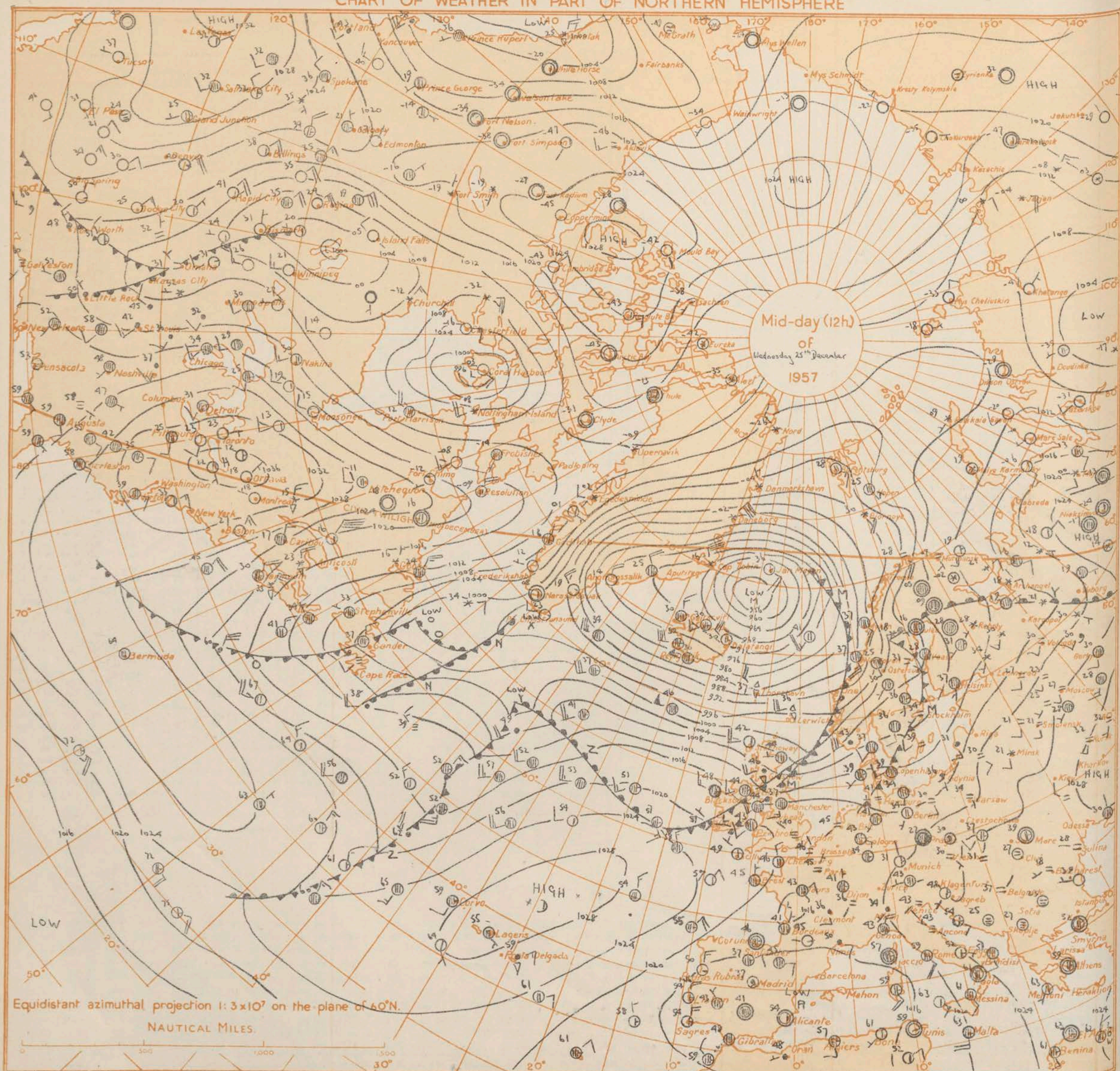
All times of observation printed in this publication are GREENWICH MEAN TIME

\* Information not usually received.

SIR GRAHAM SUTTON, C.B.E., D.Sc., F.R.S., Director General, Meteorological Office, Air Ministry, Kingsway, London, W.C.2.



# CHART OF WEATHER IN PART OF NORTHERN HEMISPHERE





Mean Sea surface isotherms for  
DECEMBER are shown thus —50°—

SCALE 1:2x10<sup>7</sup>

Nautical Miles

Statute Miles

HIGH 1004

LOW 976

992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

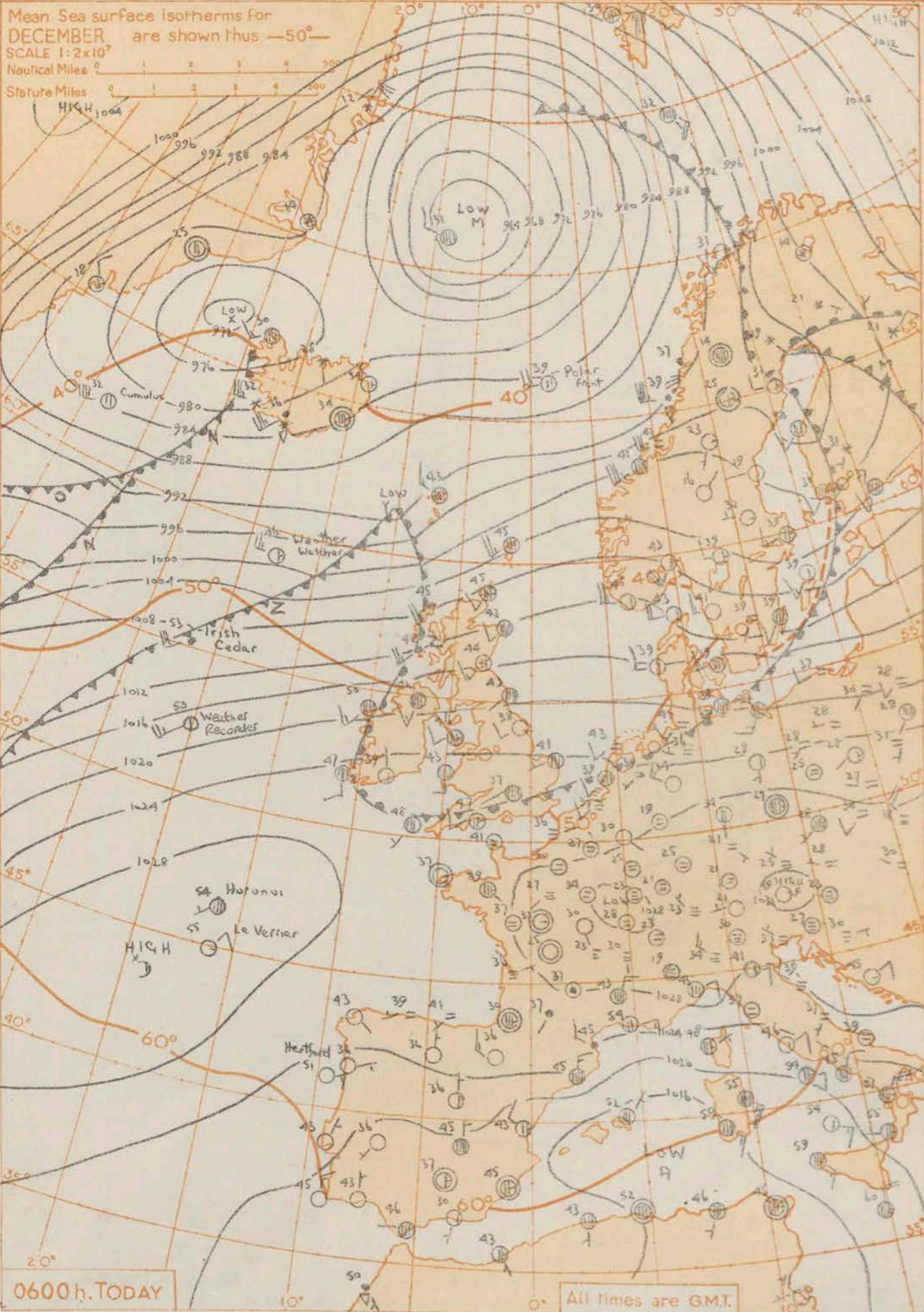
996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984

996 992 988 984



1800h. YESTERDAY

0000h. TODAY

0600h. TODAY

All times are GMT.

# GENERAL SYNOPTIC DEVELOPMENT

A depression near Iceland moved slowly north-eastwards and the associated fronts moved south-eastwards across the British Isles to become quasi-stationary over southern England. Another small disturbance over the Atlantic moved rapidly eastwards passing to the north of Scotland with its warm front moving eastwards over Scotland and Northern Ireland. Pressure continued rising to the south of the British Isles. An anticyclone is expected to develop over the Continent and pressure remain low to the north of the British Isles giving rise to a changeable westerly weather type.

Issued at midday today Thursday 26<sup>th</sup> December 1957

## FORECAST FOR BRITISH ISLES until noon tomorrow

The weather will be generally cloudy and rather mild, but it will be rather cold in eastern districts of England at first. There will be occasional rain or drizzle chiefly in the west and north. Gales will occur in northern districts.

## OUTLOOK FOR the following 24 hours

Changeable westerly type continuing.



1

\* Information not usually received.

100

...

Alle





THE DAILY WEATHER REPORT  
OF THE METEOROLOGICAL OFFICE, LONDON

Date of Issue..... Friday, 21<sup>st</sup> December..... 1957

## 12h. Ships Reports

Code F.M.21.A		LAT.	LONG.	Total Cloud	Wind		Weather		Bar at M.S.L.	Dry Bulb Temp.	Cloud				Course		Bar		Temp.		Waves			
Ship	Direction				Speed	Visibility	Present	Past			Amount	Low	Height	Medium	High	Direction	Speed	Characteristic	Change in 3 hours	Sea	Dew Point	Direction	Period	Height
Lat	Long	N	S	E	W	W	W	W	W	W	W	W	W	W	W	W	W	W	W	W	W			
WEATHER RECORDER	525	200	7	21	21	98	60	6	178	53	3	6	2	-	2	0	0	3	03	00	51	49	-	3
WEATHER WATCHER	571	174	6	25	27	98	01	6	984	48	5	5	5	0	1	0	0	1	13	31	39	26	4	9
POLAR FRONT	660	0206	5	24	23	99	01	2	686	41	4	4	4	0	0	0	2	11	36	28	28	28	3	6
LE VERRIER	448	160	6	04	04	70	03	1	315	57	6	8	5	0	1	0	0	1	13	01	32	32	5	2
CUMULUS	620	333	6	28	42	70	02	7	889	32	6	5	4	0	0	6	1	2	32	39	18	76	5	4
U.S. SHIP 'C'	528	355	8	20	20	69	03	1	068	47	4	5	5	7	8	0	0	2	17	01	43	22	3	6
U.S. SHIP 'B'	440	410	7	20	25	78	02	1	111	57	2	1	5	1	0	0	0	6	06	07	49	30	4	7
AMERICA	502	282	6	23	17	98	01	1	120	53	4	4	4	6	-	5	8	5	10	00	49	23	3	2
SURREY	443	208	7	22	09	99	02	2	311	54	7	2	5	-	-	5	5	2	18	53	43	28	6	4
MARGARET BROWN	447	165	6	36	15	98	02	1	318	58	6	2	4	0	0	5	5	2	11	10	58	00	4	4

### 18h. Ships Reports

Ship	LAT.	LONG.	Total Cloud	Wind			Weather		Bar at M.S.L.	Dry Bulb Temp.	Cloud					Course		Bar	Temp.		Waves			
				Direction	Speed	Visibility	Present	Past			Amount	Low	Height	Medium	High	Direction	Speed		Character & Change in 3 hours	Sea	Dew Point	Direction	Period	Height
Lat/aba	Lon/olo	N	dd	ff	VV	ww	W	PPP	TT	Nh	CL	h	CM	CH	Ds	Vs	s	pp	TsTs	TdTo	dwdw	Pw	Hw	
WEATHER WATCHER	572	176	8	26	37	98	02	2	987	50	4	5	5	7	-	6	1	4	00	51	44	26	4	9
WEATHER RECONOER	525	198	5	20	22	98	02	2	131	53	5	5	5	0	0	0	7	07	00	51	34	5	6	
LE VERRIER	450	162	7	30	64	70	02	8	312	55	7	8	-	-	-	6	2	2	06	06	52	34	5	2
POLAR FRONT	660	020E	8	24	24	97	63	6	838	43	6	7	3	2	-	0	0	7	31	53	39	27	5	5
CUMULUS	620	324	3	26	30	75	01	1	904	34	3	8	5	0	0	2	1	04	58	21	26	5	9	
U.S. SHIP 'C'	528	355	8	20	14	63	61	2	066	49	6	5	5	2	-	0	0	03	03	03	46	23	3	7
U.S. SHIP 'D'	440	410	8	25	27	58	61	6	095	49	6	7	3	2	-	0	0	03	04	-	-	-	-	-
ROSEVILLE	479	185	5	20	24	97	20	5	235	55	8	6	4	2	-	2	4	05	00	-	-	20	6	4
ASSYRIA	501	144	7	26	11	98	02	2	211	52	7	6	3	-	-	6	5	03	52	48	-	-	-	
CLAN MACLEAN	454	086	0	00	00	98	02	0	291	53	0	0	0	0	-	4	5	1	24	37	37	01	-	

times of observation printed in this publication are GREENWICH MEAN TIME.

\* Information not usually received.

SIR GRAHAM SUTTON, C.B.E., D.Sc., F.R.S., Director General, Meteorological Office, Air Ministry, Kingsway, London, W.C.2



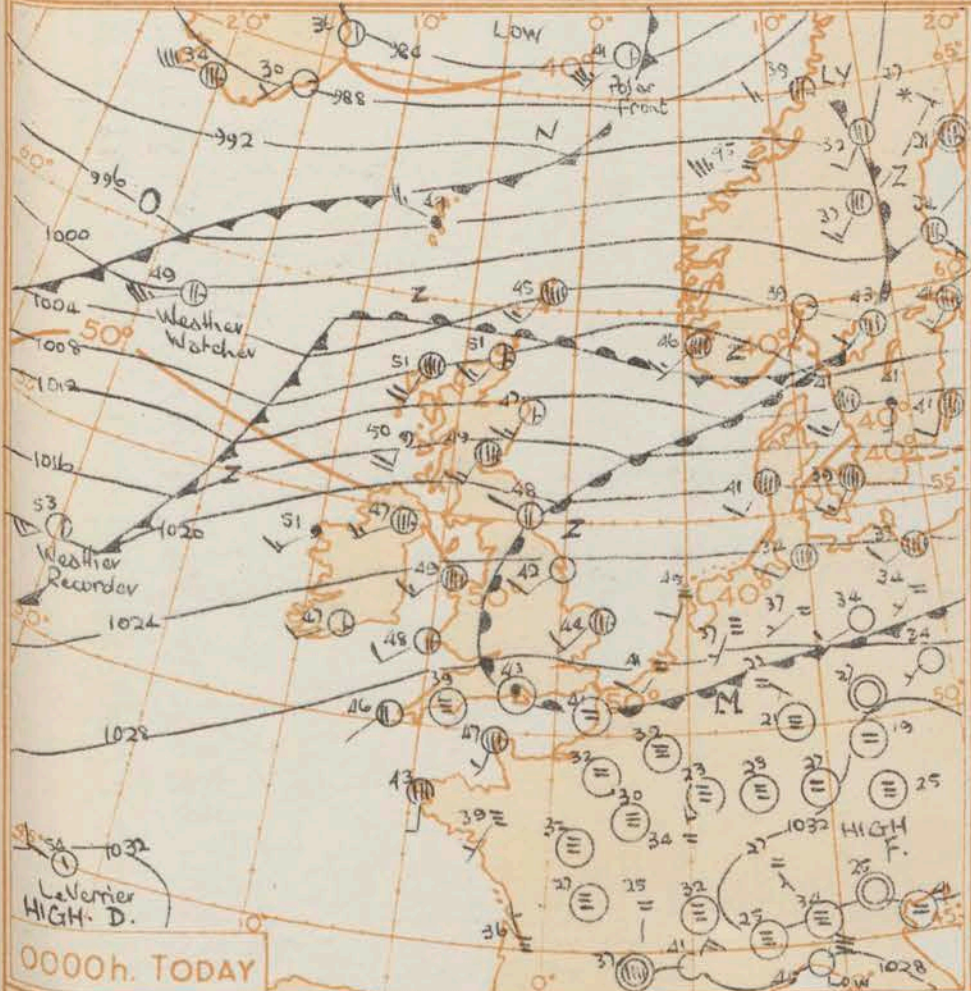
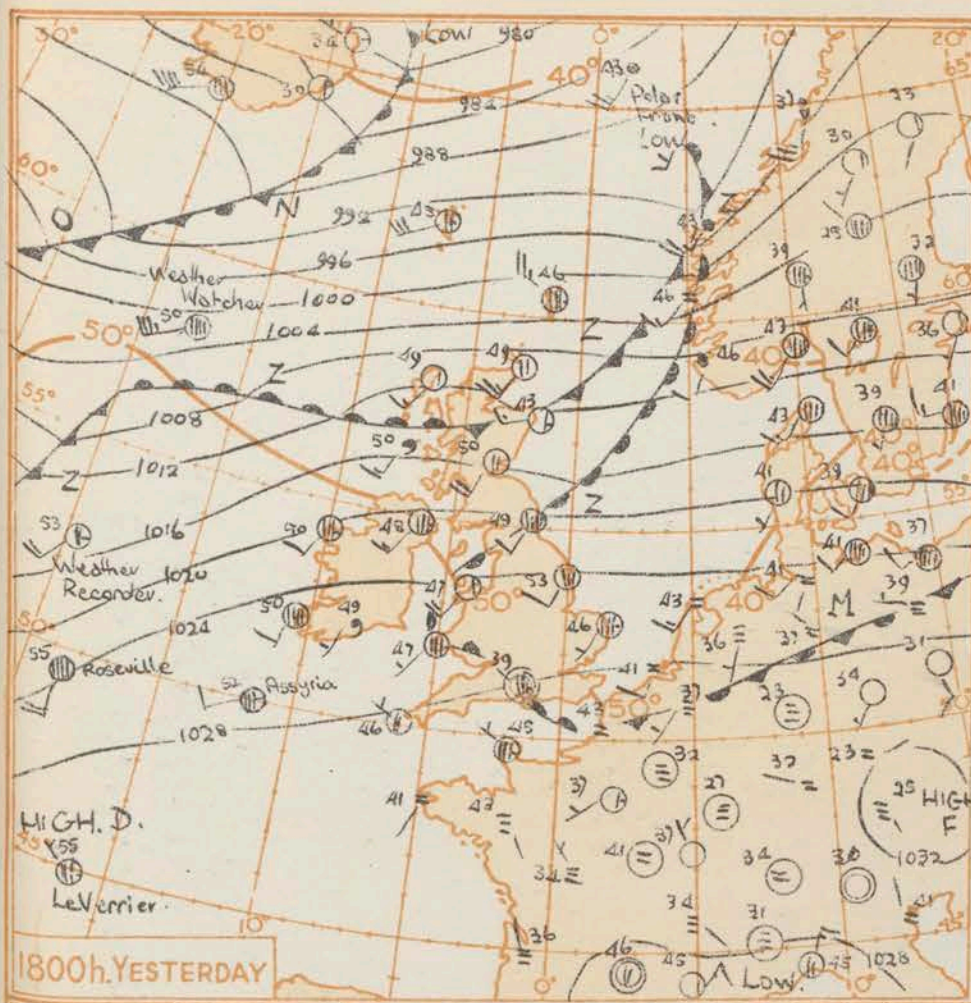
Mid-day (12h)  
of  
Thursday 26th December  
1957

Equidistant azimuthal projection 1:3x10<sup>7</sup> on the plane of 60°N.  
NAUTICAL MILES.

NAUTICAL MILES.

NAUTICAL MILES.



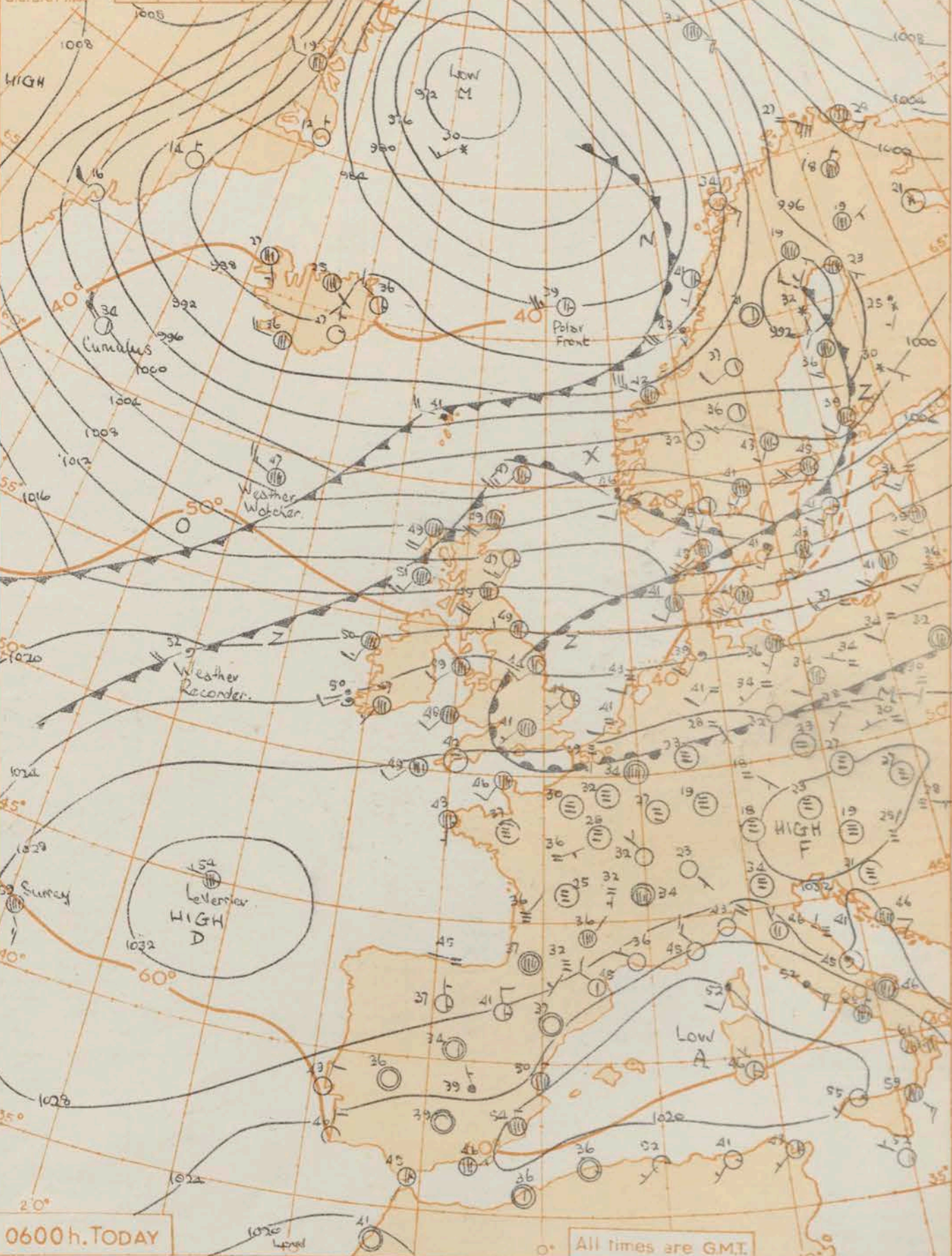


Mean Sea surface isotherms for DECEMBER are shown thus —50°

SCALE 1:2x10<sup>7</sup>

Nautical Miles

Statute Miles



# GENERAL SYNOPTIC DEVELOPMENT

An anticyclone persisted to the southwest of the British Isles with a ridge over France. Minor disturbances have passed over Scotland and a cold front moving south-east from Iceland is expected to move across Scotland and Northern Ireland tonight and into north England tomorrow, as a ridge of high pressure develops to the southwest of Iceland.

Issued at midday today Friday 21st December 1957

FORECAST FOR BRITISH ISLES until noon tomorrow

Mild over England and Wales with occasional drizzle but some bright periods. Rather cloudy elsewhere at first with occasional rain, becoming colder with scattered showers and bright periods. Snow is likely on hills in the north of Scotland.

## OUTLOOK FOR the following 24 hours.

Rather cold in the north with scattered showers and snow on high ground. Mild in the south at first, becoming colder.

All times are GMT.



# THE DAILY WEATHER REPORT OF THE METEOROLOGICAL OFFICE, LONDON

OBSERVATIONS at 00h. G.M.T. 21st December 1957																									OBSERVATIONS at 06h. G.M.T. 21st December 1957																									OBSERVATIONS during NIGHT				
Code FM 11.A	Station	Station Number	Direction	Speed	Visibility	Present	Past	Bar at M.S.L.	Dry Bulb Temp.	Amount	Low	Height	Medium	High	Dew Point Temp.	Character	Change in 3 hours	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Weather	Temp. 21h to 09h	Rain 21h to 09h in m.	State of ground 09h.																					
			N	dd	ff	vv	ww	W	PPP	TT	Nh	CL	h	CM	CH	Td	a	pp	Ns	C	hshs	Ns	C	hshs	Ns	C	hshs	Ns	C	hshs	(53)	(54)	(55)	(56)																				
	Kew	775																																																				
	London Airport	772	7	21	05	31	02	2	28.7	4.3	1	5	6	1	4	3	1	04	1	6	31																																	
	Tangmere	874	8	00	00	28	50	2	28.5	4.3	3	5	4	1	4	2	2	03	3	6	18	8	6	34																														
	Hurn	862	7	24	06	40	20	5	28.9	4.5	4	5	5	1	4	4	0	03	4	6	20	7	6	32																														
	Guernsey	894	8	20	04	58	21	6	30.8	4.7	8	5	4	1	4	3	1	04	8	6	13																																	
	Felixstowe	697	7	23	07	19	10	1	27.3	4.2	7	5	6	1	4	1	0	03	7	1	2	4																																
	Gorleston	497	7	25	08	56	02	1	26.9	4.4	7	5	6	1	4	2	0	08	7	1	2	8																																
	Mildenhall	578	8	22	07	32	03	2	26.9	4.4	8	5	7	1	4	3	2	02	8	6	50																																	
	Cardington	559	7	23	07	56	03	1	27.2	4.3	7	5	6	1	4	2	1	01	7	6	45																																	
	West Raynham	485	0	24	10	32	02	1	26.4	4.1	0	0	9	0	0	4	0	1	0	6																																		
	Wittering	462	0	24	09	57	01	0	26.5	4.2	0	0	9	0	0	4	1	1	0	7																																		
	Boscombe Down	746	2	25	05	39	01	1	29.1	4.2	0	0	9	0	1	4	1	0	3	2	0	70																																
	Ross-on-Wye	627																																																				
	Bristol	628	7	24	05	48	03	1	28.5	4.3	7	5	6	0	0	4	3	0	03	7	6	30																																
	Aberporth	502	1	18	11	74	01	5	26.1	4.6	1	0	9	4	0	4	5	1	0	6	1	3	60																															
	Rhoose (Cardiff)	715	3	00	00	36	51	6	28.5	4.5	4	7	2	1	4	4	0	02	4	7	03	8	7	07																														
	Plymouth	827	9	00	00	46	43	6	29.7	3.9	9	1	0	1	3	8	1	0	5																																			
	Chivenor	707	8	00	00	53	50	5	28.9	4.6	8	5	5	1	4	5	0	01	8	6	20																																	
	St. Mawgan	817	8	18	05	58	26	5	29.3	4.4	4	6	4	1	4	4	0	03	4	7	11	8	6	26																														
	Culdrose	809	3	24	02	60	01	1	29.5	4.5	3	5	5	0	0	4	3	0	00	3	6	20																																
	Scilly	804	4	23	02	74	20	5	28.0	4.6	4	5	4	0	0	4	6	0	01	4	6	12																																
	Elmdon	534	7	21	07	58	10	2	26.7	4.4	7	5	6	1	4	3	8	0	02	7	6	30																																
	Shawbury	414	7	21	09	74	02	5	26.2	4.6	7	5	6	1	4	3	8	0	02	7	6	36																																
	Manchester	334	8	20	10	55	02	2	28.0	4.4	8	5	6	1	4	2	9	00	8	6	33																																	
	Squires Gate	318	7	23	12	62	02	2	24.2	4.6	7	5	6	1	4	4	0	00	1	6	30	7	6	37																														
	Valley	302	8	23	14	66	02	2	25.0	4.9	8	5	6	1	4	7	8	0	3	8	6	37																																
	Ronaldsway	204	8	25	17	68	02	1	23.2	5.0	8	5	6	1	4	5	2	02	8	6	23																																	
	Silloth	214	8	22	13	62	02	2	21.9	4.7	4	6	4	1	4	5	4	00	4	7	16	8	6	25																														
	Watnall	354	8	24	07	28	03	1	26.0	4.7	5	6	1	1	4	1	6	01	8	6	36																																	
	Spurn Head	396	0	24	11	56	01	0	24.9	4.2	0	0	9	0	0	4	0	2	1	1																																		
	Lindholme	362	7	20	12	66	02	1	24.6	4.7	7	5	6	1	4	4	7	02	7	6	32																																	
	Dishforth	261	7	19	05	59	03	6	23.9	4.7	7	5	6	1	4	4	7	04	7	6	22																																	
	Tynemouth	262	4	27	02	61	02	0	21.2	4.8	4	5	6	0	0	4	1	10	4	6	36																																	
	Eskdalemuir	162																																																				
	Mull of Galloway	131	5	25	16	76	03	1	21.5	4.7	5	5	5	1	4	7	4	01	5	6	20																																	
	Prestwick	135	8	22	12	62	02	2	20.3	4.9	8	6	4	1	4	5	2	03	8	7	18																																	
	Renfrew	141	8	22	20	66	50	6	18.5	4.9	4	6	4	1	4	5	0	02	4	7	11	8	6	15																														
	Leuchars	171	8	22	17	62	03	1	16.5	4.9	6	5	4	1	4	5	1	07	6	6	14	8	6	30																														
	Dyce	091	7	23	12	74	03	6	13.8	4.9	7	5	6	1	4	5	0	02	1	6	30	7	6	4.5																														
	Wick	075	3	22	18	82	01	1	09.6	5.1	3	5	7	0	0	4	6	0	06	1	6	19	3	6	50																													
	Cape Wrath	049	9	23	24	04	45	4	07.0	4.8	9	1	0	1	4	8	2	07	9	1	00																																	
	Sule Skerry	010	8	27	30	66	51	5	6.7	4.9	8	6	4	1	4	9	2	01	8	7	10																																	
	Lerwick	005	8	24	24	66	25	8	04.1	4.5	8	5	5	1	4	9	2	08	8	6	25																																	
	Stornoway	026	8	24	22	58	21	6	10.4	5.1	5	5	4	2	4	9	6	02	5	6	10	8	5	25																														
	Benbecula	022	8	23	23	66	03	5	13.1	5.0	8	6	4	1	4	7	2	06	8	7	16																																	
	Tiree	100	8	24	18	58	50	5	16.7	5.0	4	6	3	1	4	7	1	06	4	7	09	6	7	15	8	6	31																											
	Aldergrove	917	7	22	13	66	01	1	21.8	4.7	4	6	3	1	4	5	0	03	4	7	08	7	6	30																														
	Malin Head	980	8	24	12	61	50	5	19.2	4.9	8	6	4	1	4	8	0	01	8	7	12																																	
	Belmullet	976	8	24	16	48	51	8	20.7	5.1	8	6	2	1	4	9	7	05	8	7	05																																	
	Birr	965	8	22	08	66	03	2	24.4	4.8	8	6	4	1	4	5	4	00	8	7	12																																	
	Collinstown	969	7	22	12	74	01	5	24.2	4.8	7	5	5	1	4	3	1	02	7	6	27																																	
	Rineanna	962	7	20	08	74	02	2	24.9	4.7	6	5	5	1	4	5	2	02	7	6	20	6	6	30	7	4	60																											
	Roches Point	952	7	23	08	75	01	5	26.6	4.7	3	5	6	1	4	5	5	00	3	6	34																																	

## 00h. Ships Reports

Code FM 21.A	Ship	LAT.	LONG.	Wind		Weather		Bar at M.S.L.	Dry Bulb Temp.	Cloud					Course		Bar	Temp.	Waves					
Total Cloud				Direction	Speed	Visibility	Present			Past	Amount	Low	Height	Medium	High	Direction	Speed	Character <sup>c</sup> Change in 3 hours	Sea	Dew Point	Direction	Period	Height	
Lalala	Lololo	N	dd	H	VV	ww	W	PPP	TT	Nh	CL	h	CM	CH	Ds	Vs	a	pp	Ts	Td	Td	dwdw	Pw	Hw
WEATHER WATCHER	521	179	5	24	33	54	01	6	002	49	5	2	5	0	0	0	0	0	04	40	44	25	4	9
WEATHER RECORDER	525	200	2	24	22	58	03	0	175	53	2	5	6	0	0	0	0	2	08	00	51	49	1	3
LE VERRIER.	450	163	2	27	09	70	03	1	326	54	2	5	6	0	0	6	2	2	03	52	50	33	5	2
POLAR FRONT.	660	020E	3	25	34	39	02	6	835	41	-	-	-	-	-	0	0	3	12	55	30	23	5	6
CUMULUS	610	325	2	27	36	75	02	0	29	36	2	5	5	0	0	6	1	3	12	55	19	26	5	6
U.S. SHIP "C"	528	355	8	05	23	63	61	6	112	44	8	0	5	2	1	0	0	2	27	53	42	22	3	6
U.S. SHIP "B"	440	410	8	32	26	60	16	1	113	47	5	7	4	0	7	0	0	1	02	53	45	30	4	6
SURF	428	240	8	27	13	98	02	2	308	58	8	-	5	-	-	5	5	4	00	02	48	49	-	-
LOCAL STATION	430	188	2	02	05	59	03	5	328	54	4	6	5	1	0	1	5	1	08	53	50	-	-	-
PORT BOUND	492	313	1	16	07	99	01	1	190	55	1	4	4	0	0	6	4	2	10	51	53	49	-	-



# THE DAILY WEATHER REPORT OF THE METEOROLOGICAL OFFICE, LONDON

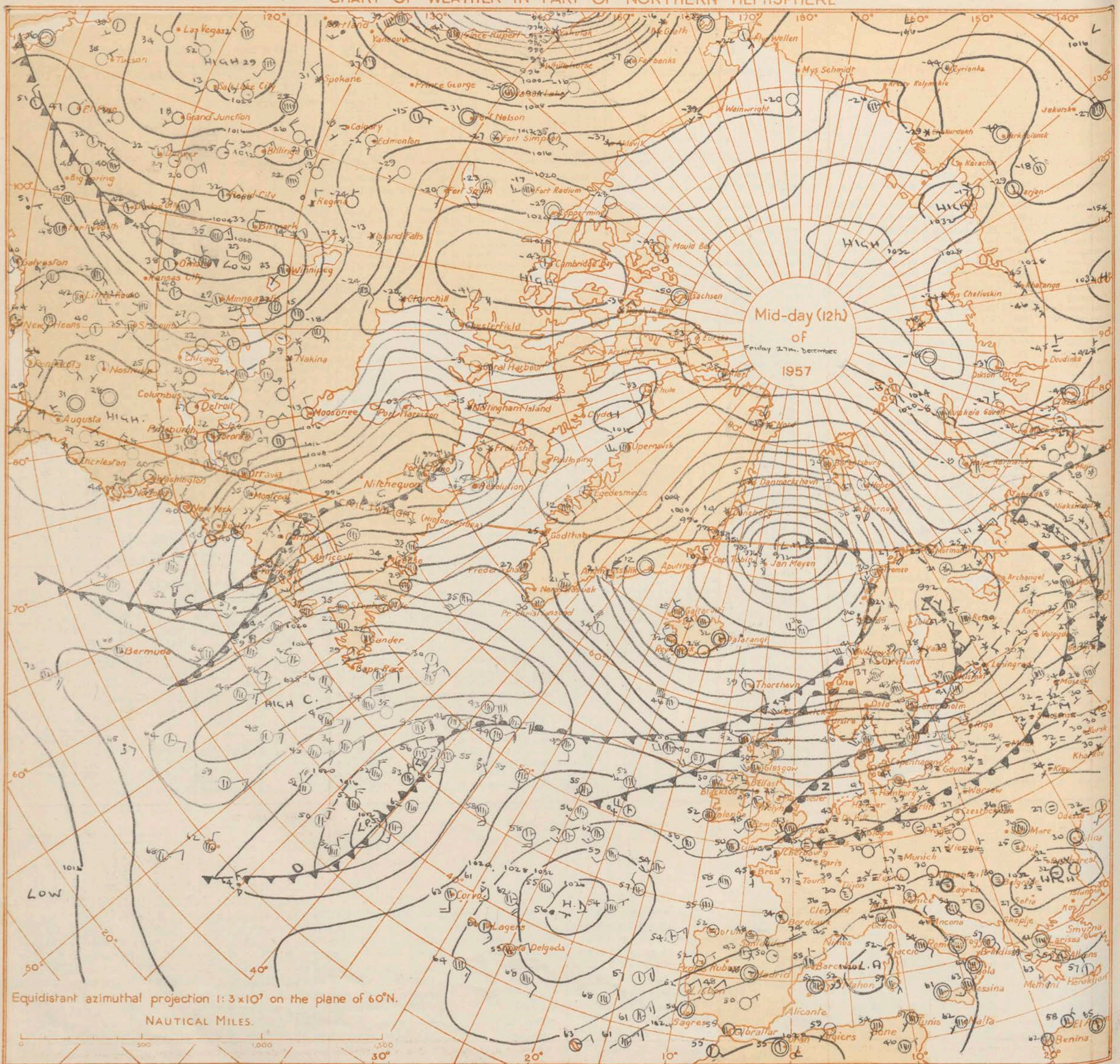
No. 35100

Date of Issue... Saturday, 23rd December, 1957

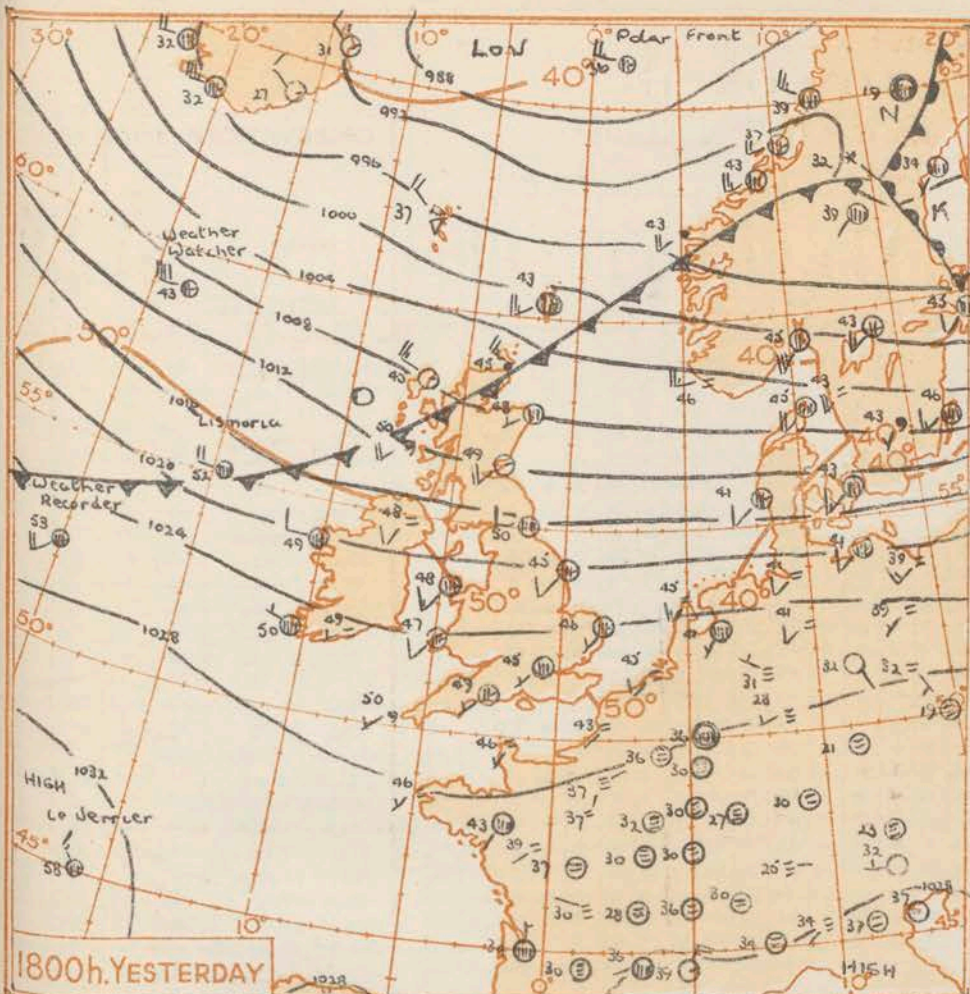
OBSERVATIONS at 12h. G.M.T. 23rd December 1957																									OBSERVATIONS at 18h. G.M.T. 23rd December 1957																									OBSERVATIONS during DAY																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
Code F.M.11.A	Station	Station Number	Total Cloud	Direction	Speed	Visibility	Present	Past	Bar at M.S.L.	Dry Bulb Temp.	Amount	Low	Height	Medium	High	Dew Point Temp.	Character	Change in 3 hours	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Weather	Max. Temp. 09h. to 21h. °F	Sunshine	Rain 09h. to 21h. mm.	State of ground 21h.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
			N	dd	ff	VV	ww	PPP	TT	Nh	CL	h	CM	CH	Td	a	pp	Ns	C	hs	Ns	C	hs	Ns	C	hs	Ns	C	hs	09h. to 15h.	15h. to 21h.	(53)	(54)	(55)	(56)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
			(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)	(31)	(32)	(33)	(34)	(35)	(36)	(37)	(38)	(39)	(40)	(41)	(42)	(43)	(44)	(45)	(46)	(47)	(48)	(49)	(50)	(51)	(52)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
	Kew	775	8	23	04	13	02	2	26.54	6	8	5	7	-	-	43	8	08	8	6	50																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										</



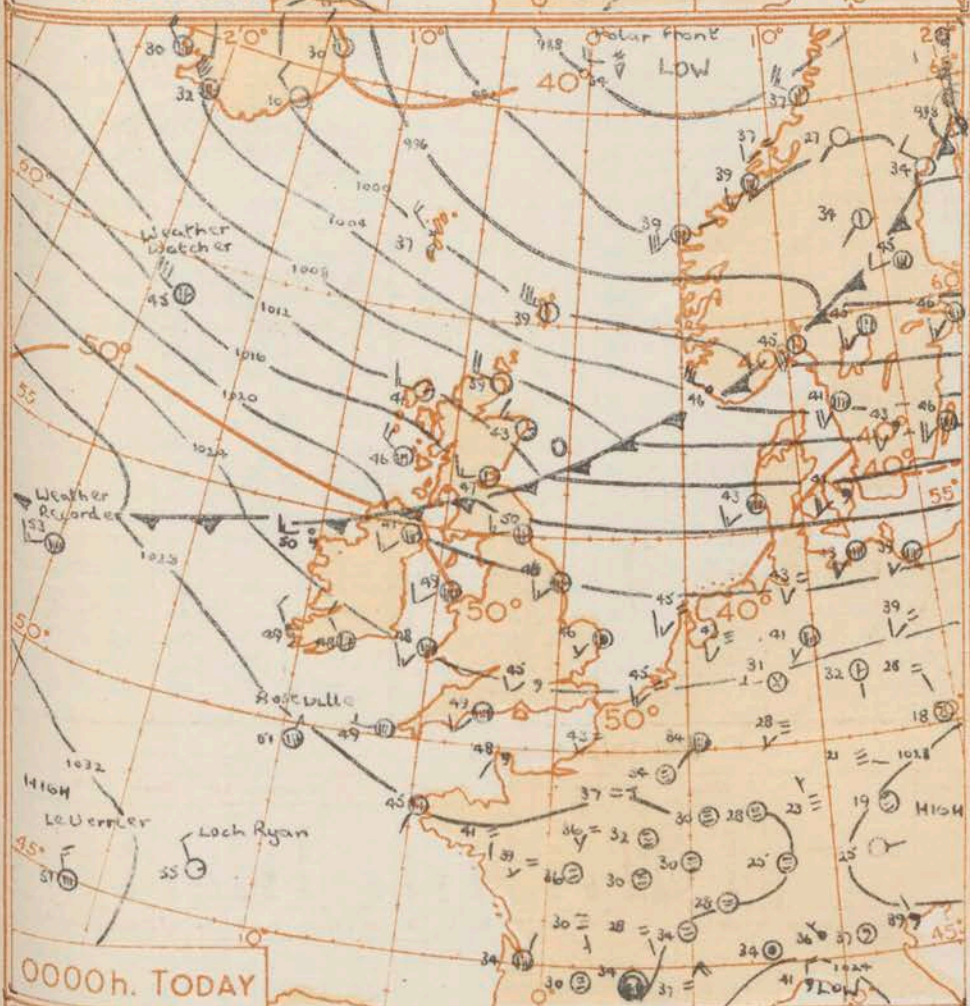
# CHART OF WEATHER IN PART OF NORTHERN HEMISPHERE







1800h. YESTERDAY



0000h. TODAY

### GENERAL SYNOPSIS DEVELOPMENT

With a slow moving anticyclone to southwest of the British Isles building to the northwest, colder northwesterlies have penetrated southeastwards into the northern half of the British Isles and a depression will develop east of the Baltic. A trough will develop further in the Denmark Strait with a new frontal system moving into northern districts of Britain tomorrow.

Issued at midday

today Saturday 28th December 1957

### FORECAST FOR BRITISH ISLES until noon tomorrow

Most western and northern districts will have showers and will spread into northern districts later during the night and morning with slight rain in places. Dull weather with a little rain or drizzle in southern England at first will give way to fine weather later today. Frost is expected in many areas tonight with fog patches late night and morning chiefly near large towns. Colder than of late.

### OUTLOOK FOR following 24 hours:-

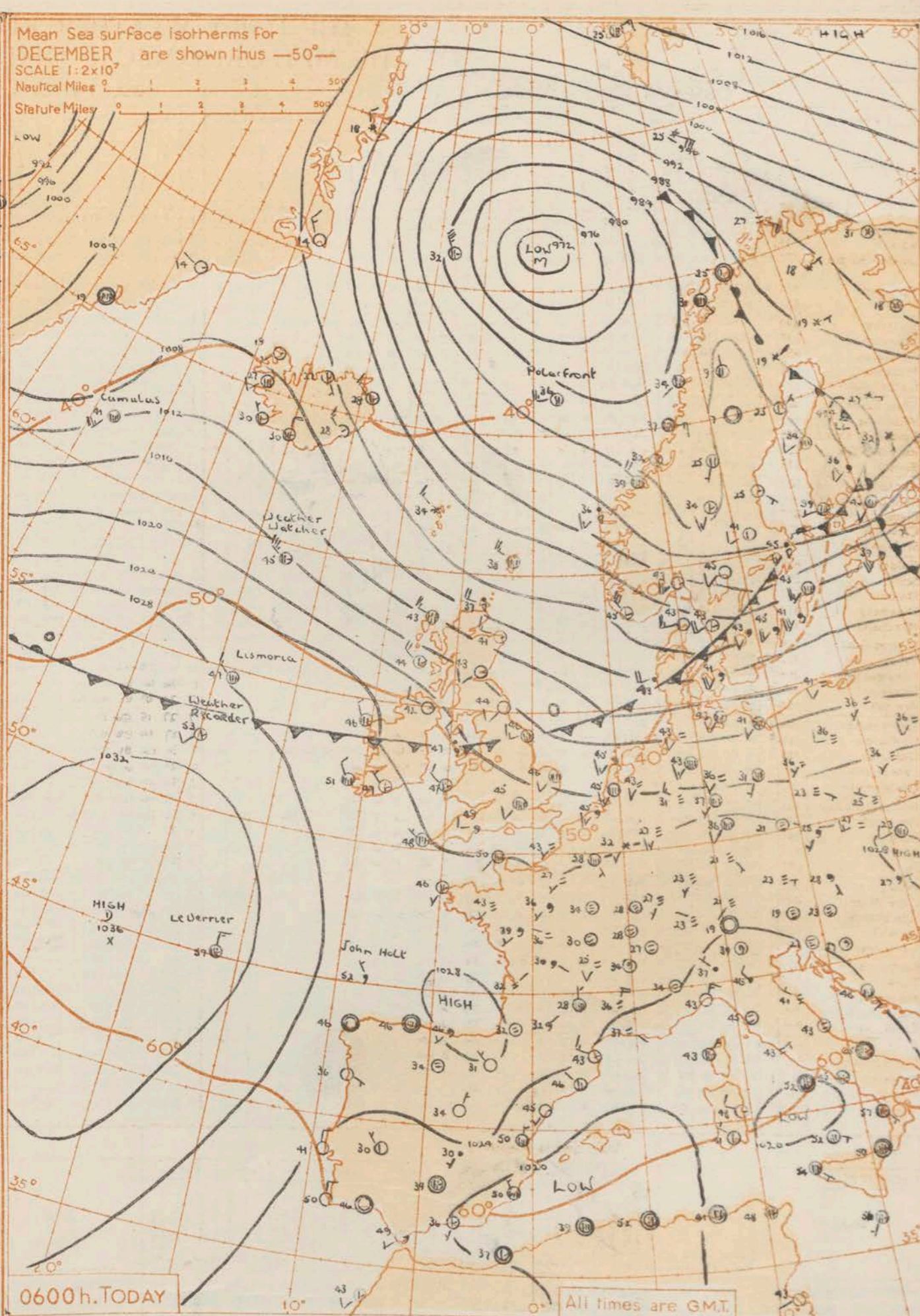
Mainly fine in the south occasional rain in northern areas followed by colder showery weather.

Mean Sea surface isotherms for DECEMBER are shown thus —50°—

SCALE 1:2x10<sup>2</sup>

Nautical Miles

Statute Miles



0600h. TODAY

All times are GMT.







THE DAILY WEATHER REPORT  
OF THE METEOROLOGICAL OFFICE, LONDON

Date of Issue... Sunday 29<sup>th</sup> December..... 1957

OBSERVATIONS at 12h. G.M.T. 28<sup>th</sup> December 1957

OBSERVATIONS at 18h. G.M.T. 26<sup>th</sup> December 1957

OBSERVATIONS during DAY

[illegible]

## 12h. Ships Reports

### 18h. Ships Reports

Code F.M.21.A	Ship																				Ship																																	
Ship	LAT.	LONG.	Total Cloud		Wind		Weather		Bar at M.S.L.	Dry Bulb Temp.	Cloud					Course		Bar	Temp.	Waves			LAT.	LONG.	Total Cloud		Wind		Weather		Bar at M.S.L.	Dry Bulb Temp.	Cloud					Course		Bar	Temp.	Waves												
			Direction	Speed	Direction	Speed	Visibility	Present			Past	Amount	Low	Height	Medium	High	Direction			Speed	Character	Change in 3 hours			Sea	Dew Point	Direction	Period	Height	Direction			Speed	Direction	Speed	Visibility	Present	Past	Amount			Low	Height	Medium	High	Direction	Speed	Character	Change in 3 hours	Sea	Dew Point	Direction	Period	Height
			N	dd	#	VV	ww	W			PPP	TT	Nh	CL	h	CM	CH			Ds	Vs	a			pp	Ts	Td	Tdwd	Pw	Hw			N	dd	#	VV	ww	W	PPP			TT	Nh	CL	h	CM	CH	Ds	Vs	a	pp	Ts	Td	Tdwd
WEATHER RECORDER	524	197	7	29	08	98	02	2	317	52	6	3	7	3	0	0	2	11	50	51	30	4	2	WEATHER WATCHER	593	171	6	27	33	98	02	2	131	48	6	2	5	0	0	7	17	52	44	79	4	0								
WEATHER WATCHER	592	174	6	29	28	98	02	0	167	46	6	8	5	0	0	0	2	01	56	41	79	4	0	WEATHER RECORDER	524	197	7	02	05	98	02	2	312	51	7	5	5	0	0	8	02	52	47	31	4	3								
POLAR FRONT	653	0235E	4	26	32	99	26	3	845	37	4	9	4	6	0	4	3	7	09	56	28	25	0	7	LEVERRIER	449	160	7	36	16	70	02	2	328	58	7	8	4	0	0	3	02	01	54	36	3	1							
LEVERRIER	449	160	7	35	14	70	02	2	346	57	7	8	5	1	0	0	1	04	02	52	35	3	1	POLAR FRONT	643	031	6	29	58	64	27	8	852	58	6	9	4	0	0	3	7	33	55	34	29	5	7							
CUMULUS	620	333	6	24	43	65	01	2	080	43	2	5	4	7	0	6	1	6	15	01	36	76	4	5	CUMULUS	619	321	8	26	28	65	02	2	130	41	1	5	4	7	1	1	3	21	01	36	76	5	4						
U.S. SHIP 'C'	528	353	8	09	19	37	51	2	795	45	8	6	1	0	0	0	2	05	51	45	09	3	4	U.S. SHIP 'C'	528	353	5	14	12	18	51	5	281	46	8	6	3	0	0	6	07	00	46	09	3	3								
U.S. SHIP 'D'	440	410	4	14	15	83	25	6	328	53	2	2	4	7	0	0	3	07	06	49	49	8	5	U.S. SHIP 'D'	440	410	4	19	25	83	15	2	132	57	2	3	5	4	0	0	3	03	09	44	17	3	4							
ASSYRIA	500	278	6	22	12	98	01	2	322	54	6	5	4	0	0	6	5	1	10	01	52	43	1	8	ASSYRIA	402	085	7	35	13	98	13	2	259	58	7	7	5	0	0	8	5	03	51	47	35	5	3						
AMERICAN GUIDE	483	234	1	20	10	98	01	0	345	57	0	0	0	7	0	6	5	2	07	03	55	22	4	4	EMPERESS OF BRITAIN	577	212	8	29	09	98	02	0	308	62	4	5	4	8	3	2	7	8	03	56	37	8	5	2					
CAIRNDHU	552	208	7	26	13	98	01	2	194	46	7	5	4	0	0	1	5	4	00	55	39	26	3	5	CAIRNDHU	559	185	8	28	15	98	02	2	261	47	8	5	5	4	0	3	5	7	15	57	40	49	8	5	2				

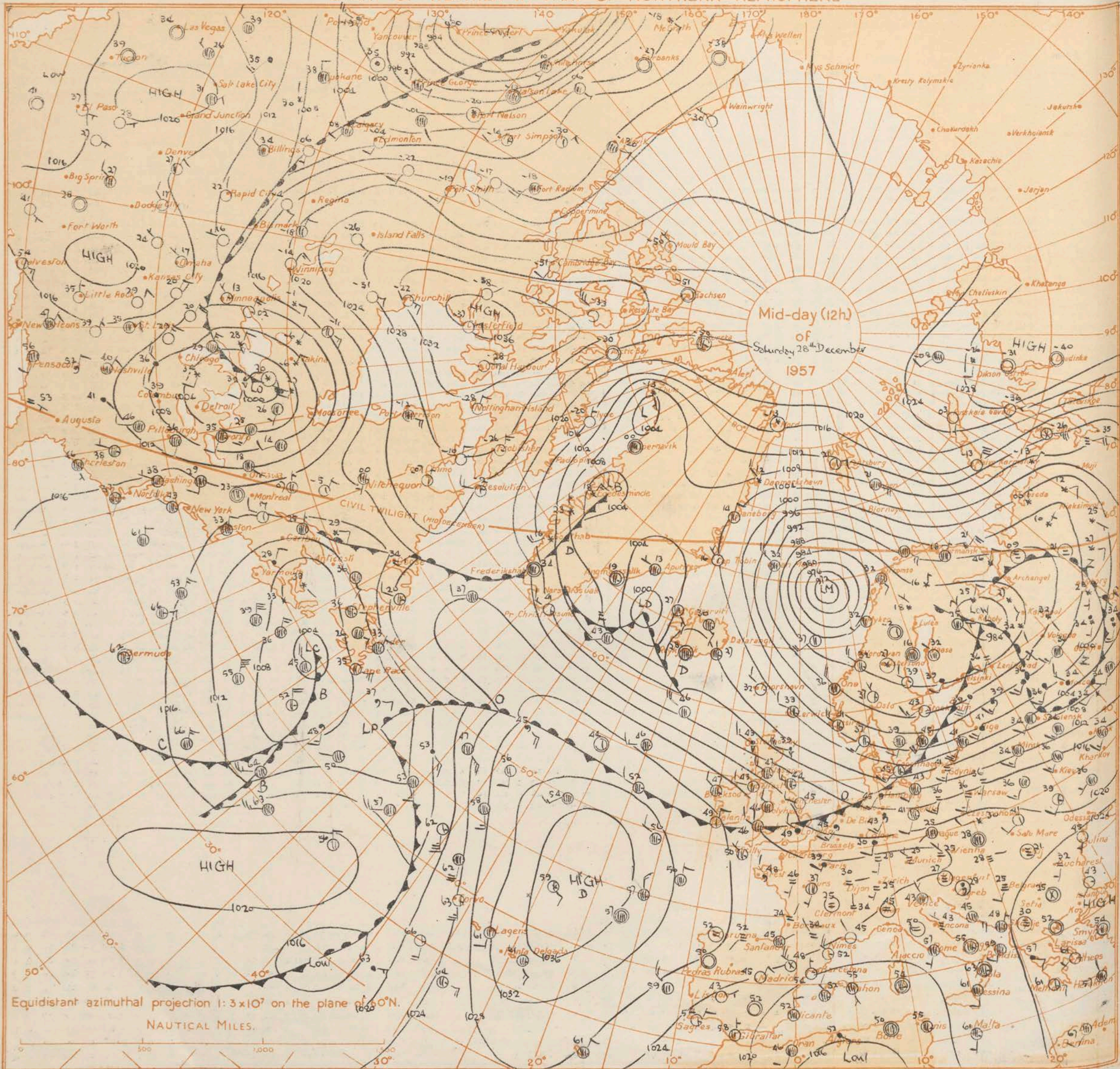
All times of observation printed in this publication are GREENWICH MEAN TIME.

\* Information not usually received.

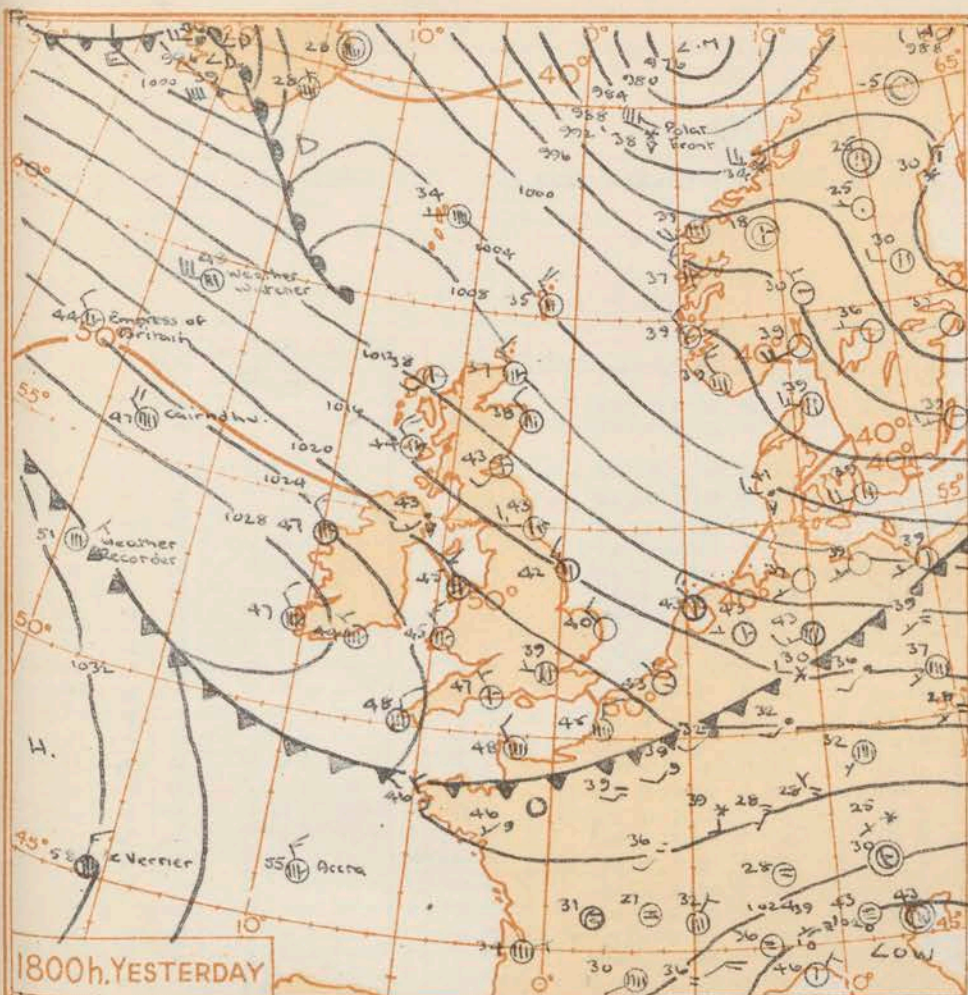
SIR GRAHAM SUTTON, C.B.E., D.Sc., F.R.S., Director General, Meteorological Office, Air Ministry, Kingsway, London, W.C.2.



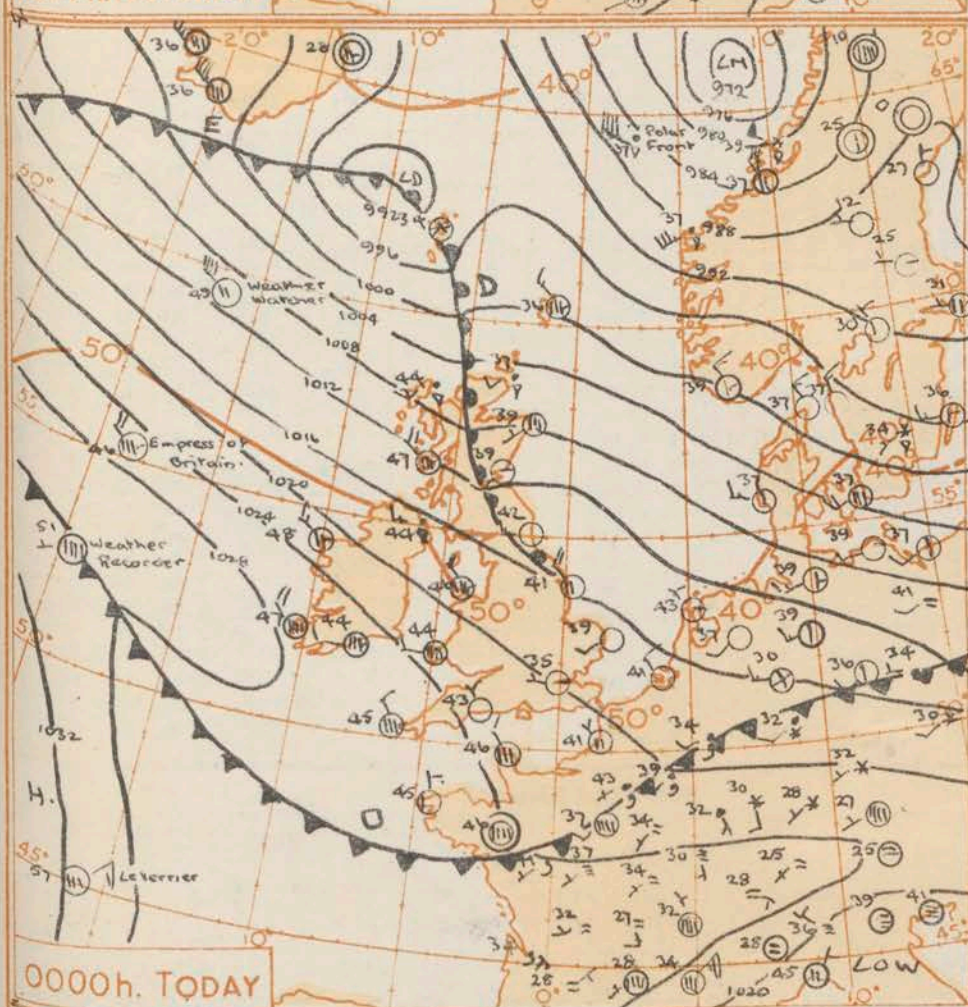
# CHART OF WEATHER IN PART OF NORTHERN HEMISPHERE







1800h. YESTERDAY



0000h. TODAY

### GENERAL SYNOPTIC DEVELOPMENT

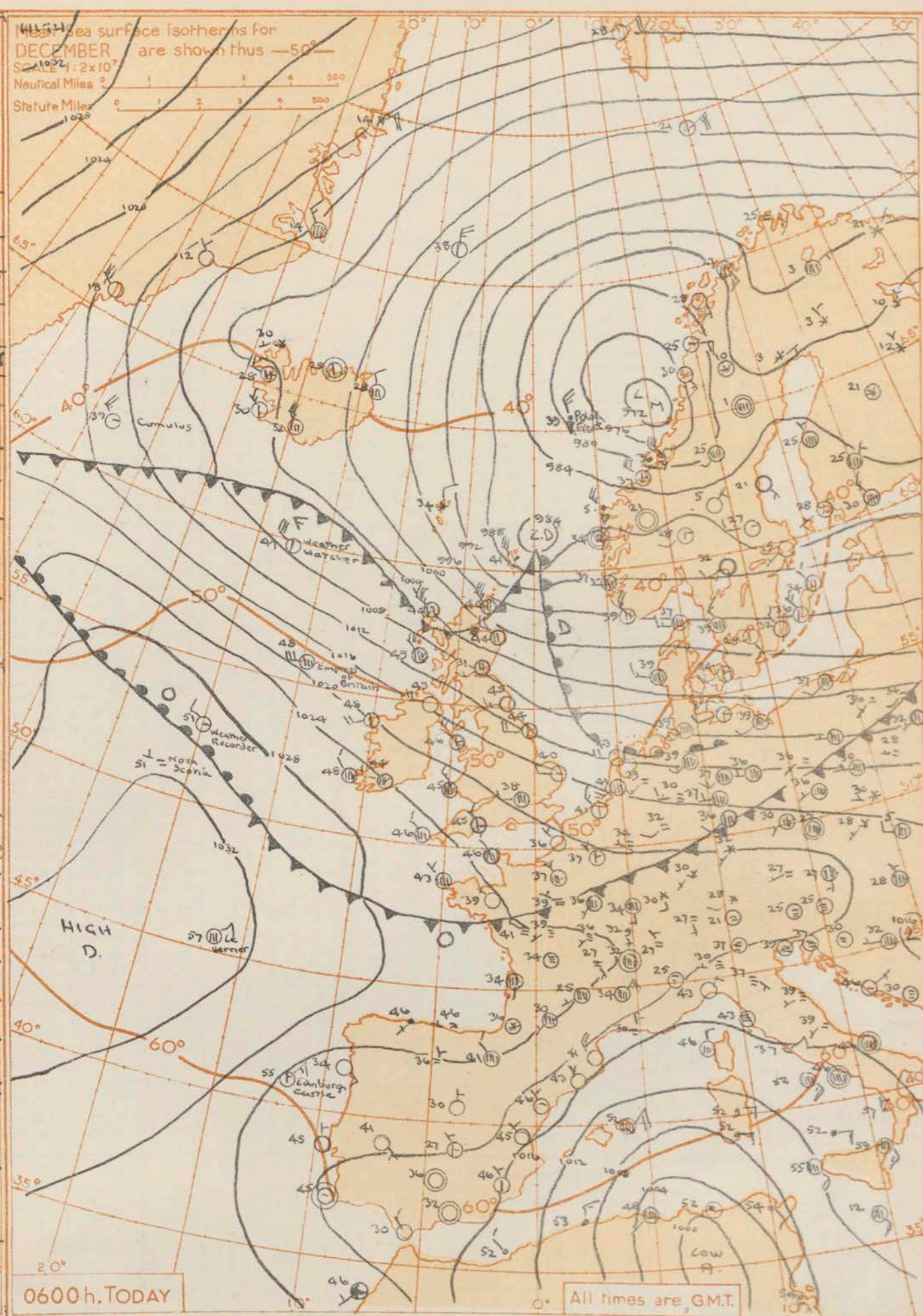
The depression over the Norwegian Sea has been slow moving but a rapid development began in the Denmark Strait during the 18th and a vigorous disturbance moved quickly from Iceland to Scotland. This new low centre will move across the Baltic deepening further and an associated cold front is expected to move south across all areas of the country except the southwest. Further waves may develop on the front in the Atlantic steering southeast.

Issued at midday today Sunday 29th December 1957

### FORECAST FOR BRITISH ISLES until noon tomorrow

After a mainly bright start over Northern Ireland, England and Wales a belt of cloudy weather and a little rain in places will move south today and tonight but will become slow moving over Wales and Southern England. Cold showery weather over much of Scotland will spread south behind the cold front. In the north showers will fall as snow in places chiefly in hilly areas. Night frost is probable in parts of central and northeastern Britain.

**OUTLOOK FOR** following 24 hours. Rather cold or cold with night frost in most areas. Some snow or sleet showers in the north, scattered rain showers in central areas. Probably dry in the south.



0600h. TODAY

All times are GMT.



## N

CodCo

\* Information not usually received.



THE DAILY WEATHER REPORT  
OF THE METEOROLOGICAL OFFICE, LONDON

No. 35,102

Date of Issue Monday 30th. December 1957

[illegible]

## 12h. Ships Reports

Code F.M.21.A			Wind		Weather		Bar at M.S.L.		Dry Bulb Temp.		Cloud				Course		Bar		Temp.		Waves			
Ship	LAT.	LONG.	Total Cloud	Direction	Speed	Visibility	Present	Past	Bar at M.S.L.	Dry Bulb Temp.	Amount	Low	Height	Medium	High	Direction	Speed	Character	Change in 3 hours	Sea	Dew Point	Direction	Period	Height
WEATHER WATCHER	593	168	4	29	23	98	02	0	091	46	3	5	5	7	1	0	0	8	08	58	40	29	4	8
WEATHER RECORDER	525	200	7	26	13	98	02	2	275	51	7	5	4	-	-	0	0	8	06	51	50	49	-	5
LE VERRIER	450	159	5	35	10	70	02	6	330	58	5	8	4	4	0	0	0	2	04	01	54	36	3	1
POLAR FRONT	658	022 E	7	31	17	98	27	8	820	38	7	9	0	-	-	8	3	1	14	54	30	49	3	4
CUMULUS	620	332	2	30	35	70	02	0	100	39	1	1	5	0	1	0	0	3	02	53	21	28	5	8
U.S. SHIP "C"	528	385	8	10	21	65	80	8	182	48	6	2	7	-	-	0	0	7	19	02	48	13	3	4
U.S. SHIP "D"	440	440	8	25	23	64	80	8	084	50	1	4	4	2	-	0	0	3	03	02	51	70	5	1
U.S. SHIP "B"	665	510	8	07	26	69	02	2	163	37	5	6	5	7	-	0	0	7	17	01	34	07	5	6
U.S. SHIP "E"	350	480	1	27	22	69	02	0	214	57	1	1	6	0	0	0	0	3	20	51	57	2	3	4
CIRRUS	515	014	6	30	44	65	15	1	979	45	5	0	4	0	1	7	3	3	13	53	39	29	3	8

### 18h. Ships Reports

Ship	LAT.	LONG.	Total Cloud	Wind		Weather				Bar at M.S.L.	Dry Bulb Temp.	Cloud					Course		Bar		Temp.		Waves		
				Direction	Speed	Visibility	Present	Past	Amount			Low	Height	Medium	High	Direction	Speed	Characteristic Change in 3 hours	Sea	Dew Point	Direction	Period	Height		
	Lat	Long	N	dd	ff	VV	ww	W	PPP	TT	Nh	CL	h	CM	CH	Ds	Vs	h	pp	Ts	Td	Td	dwdw	Pw	Hw
WEATHER WATCHER	593	165	6	31	30	98	03	1	072	46	6	8	5	-	-	0	0	2	04	58	39	36	4	2	8
CIRROS	582	017	8	29	24	63	03	8	974	43	8	9	4	-	-	8	3	8	13	54	39	29	3	8	4
WEATHER RECORDER	526	198	7	28	20	98	03	2	251	52	7	6	3	-	-	0	0	6	06	50	50	27	4	0	0
LE VERRIER	449	166	6	35	17	70	04	8	303	57	-	-	-	-	-	0	0	7	07	00	54	81	4	0	0
POLAR FRONT	659	019 E	6	29	22	98	15	8	812	31	6	9	9	-	-	0	0	3	01	57	24	49	3	0	0
CUMULUS	620	330	1	30	40	75	01	1	141	36	0	0	9	4	0	0	0	5	01	56	23	79	5	0	0
U.S. SHIP 'C'	528	385	9	18	17	09	81	5	123	47	9	-	0	-	-	0	0	6	27	01	46	16	6	0	0
U.S. SHIP 'D'	490	410	6	23	25	81	15	8	108	51	6	2	5	0	2	0	0	2	07	00	44	71	5	0	0
SEATTLE STAR	467	101	8	32	05	97	25	2	269	54	5	3	4	2	-	1	4	7	02	51	50	35	5	0	0
MONTREAL CITY	513	149	2	30	15	98	01	2	234	57	2	1	4	-	-	0	0	6	03	51	43	20	3	0	0

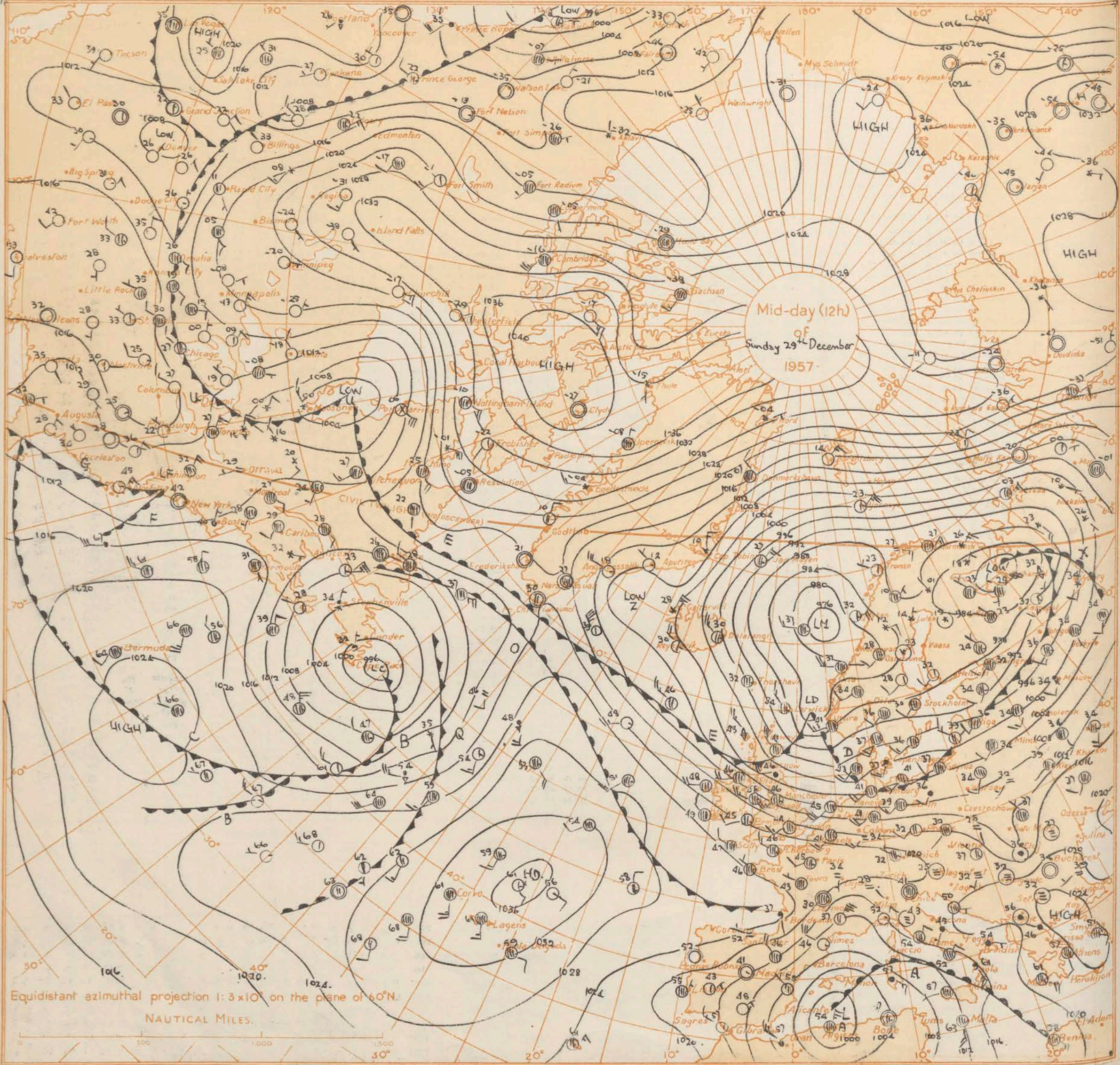
All times of observation printed in this publication are GREENWICH MEAN TIME.

\* Information not usually received.

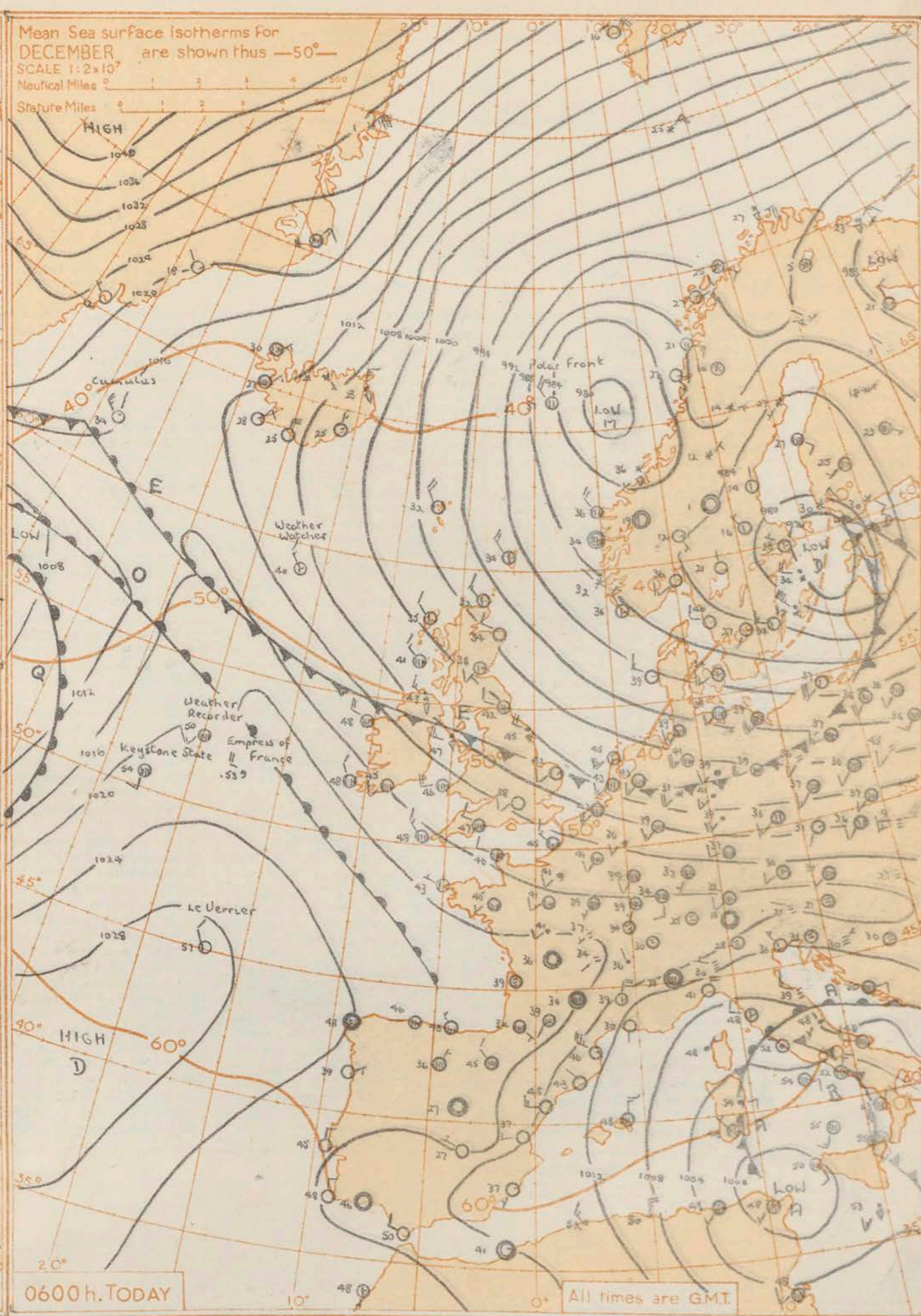
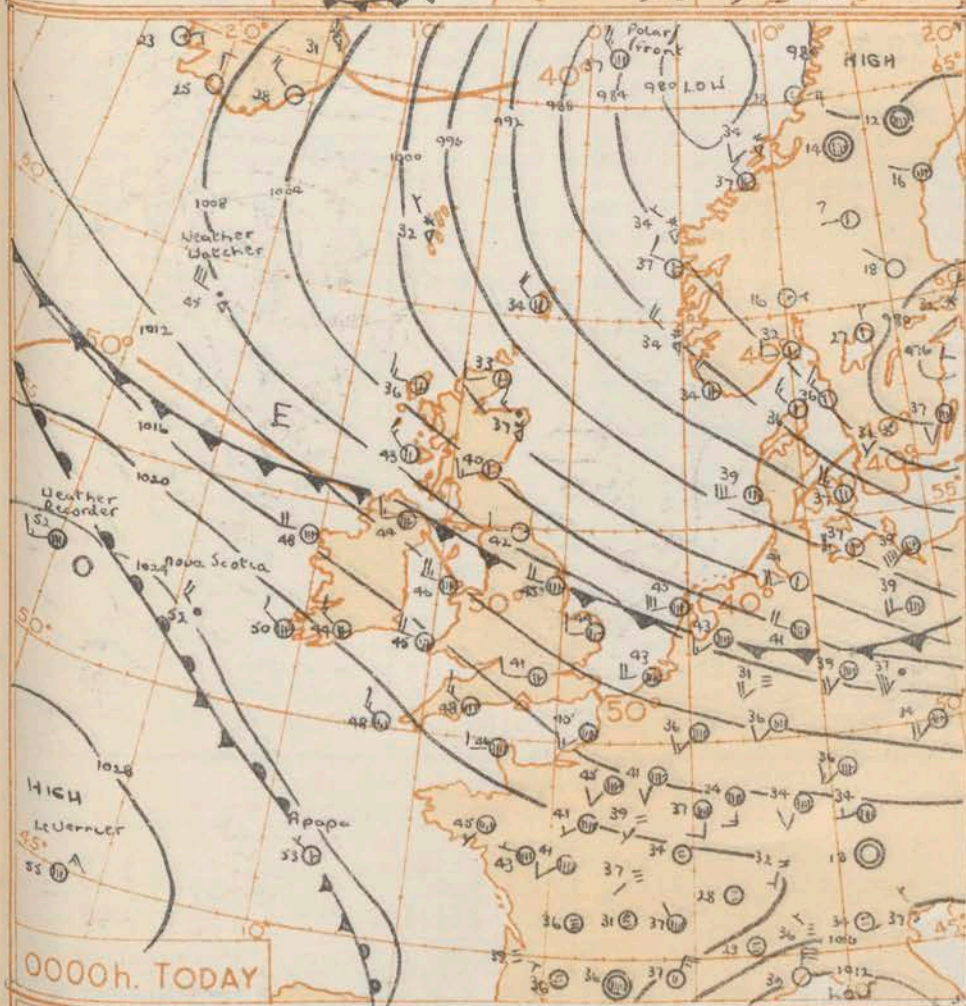
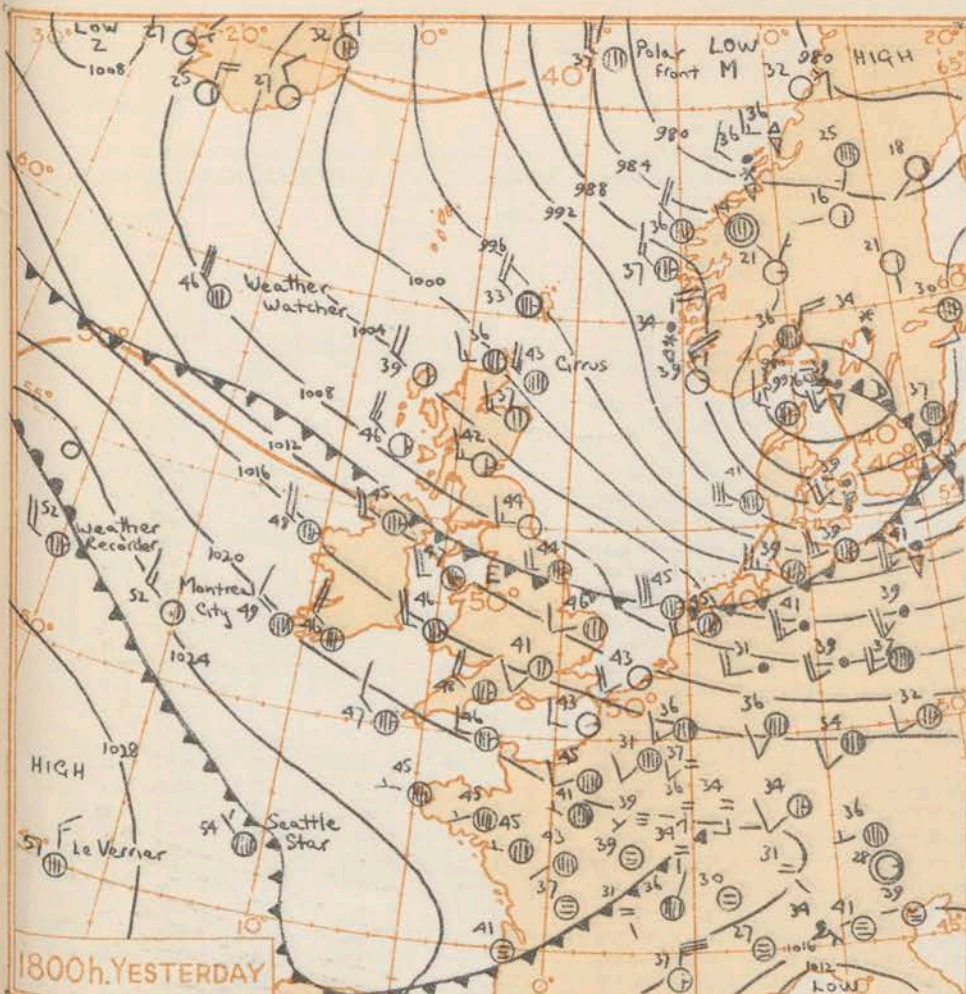
SIR GRAHAM SUTTON, C.B.E., D.Sc., F.R.S., Director General, Meteorological Office, Air Ministry, Kingsway, London, W.C.2



# CHART OF WEATHER IN PART OF NORTHERN HEMISPHERE







**GENERAL SYNOPSIS DEVELOPMENT**

A deep depression off Norway filled a little without moving very much while another to the south moved quickly southeastwards then eastwards across southern Sweden and the Baltic. A cold front which had crossed most of Scotland very rapidly, moved very slowly southward over northern England. An anticyclone to the southwest of the British Isles weakened slightly in situ and there was a marked weakening of a ridge of high pressure northwards over the Atlantic. The cold front over England will continue to move very slowly southwards and a rather cold northwesterly air stream will extend to most districts of the British Isles.

**Issued at midday today Monday 30 December 1957**

**FORECAST FOR BRITISH ISLES until noon tomorrow**

Mainly cloudy weather with average temperatures will probably persist in the southwest, but elsewhere it will be rather cold with showers chiefly in coastal and hill areas exposed to northwesterly winds. In the north of Scotland showers will be frequent and of snow giving moderate falls in places. Further south snow showers will occur over hills.

**OUTLOOK FOR the following 24 hours**

Rather cold in most districts with showers chiefly in the north. Occasional rain or sleet may move into some western districts later.



## No.

Code
WEAT
WEAT
LEN
POL
CU
U-S
U-S
U-S
U-S
C

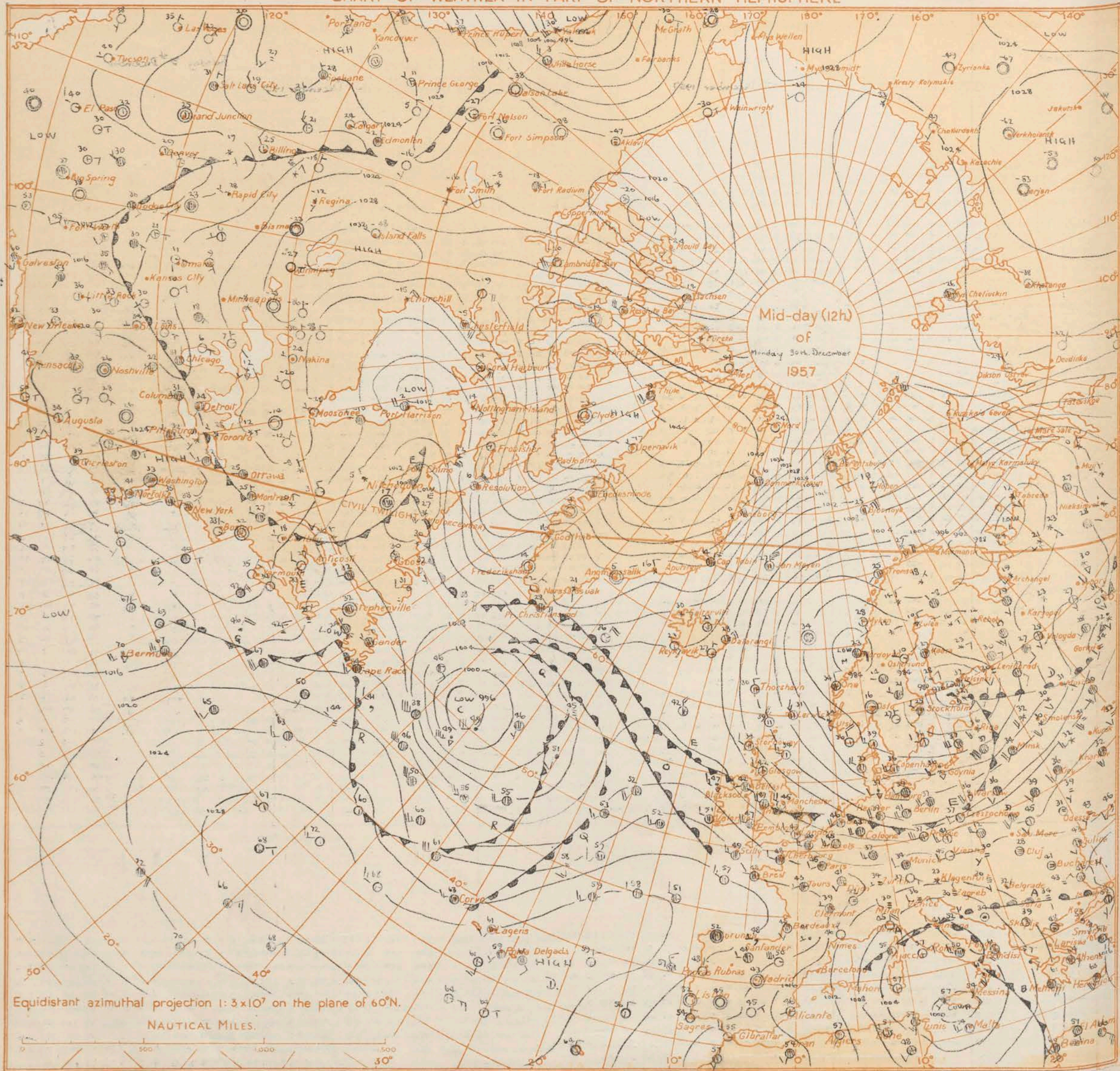
\* Information not usually received.



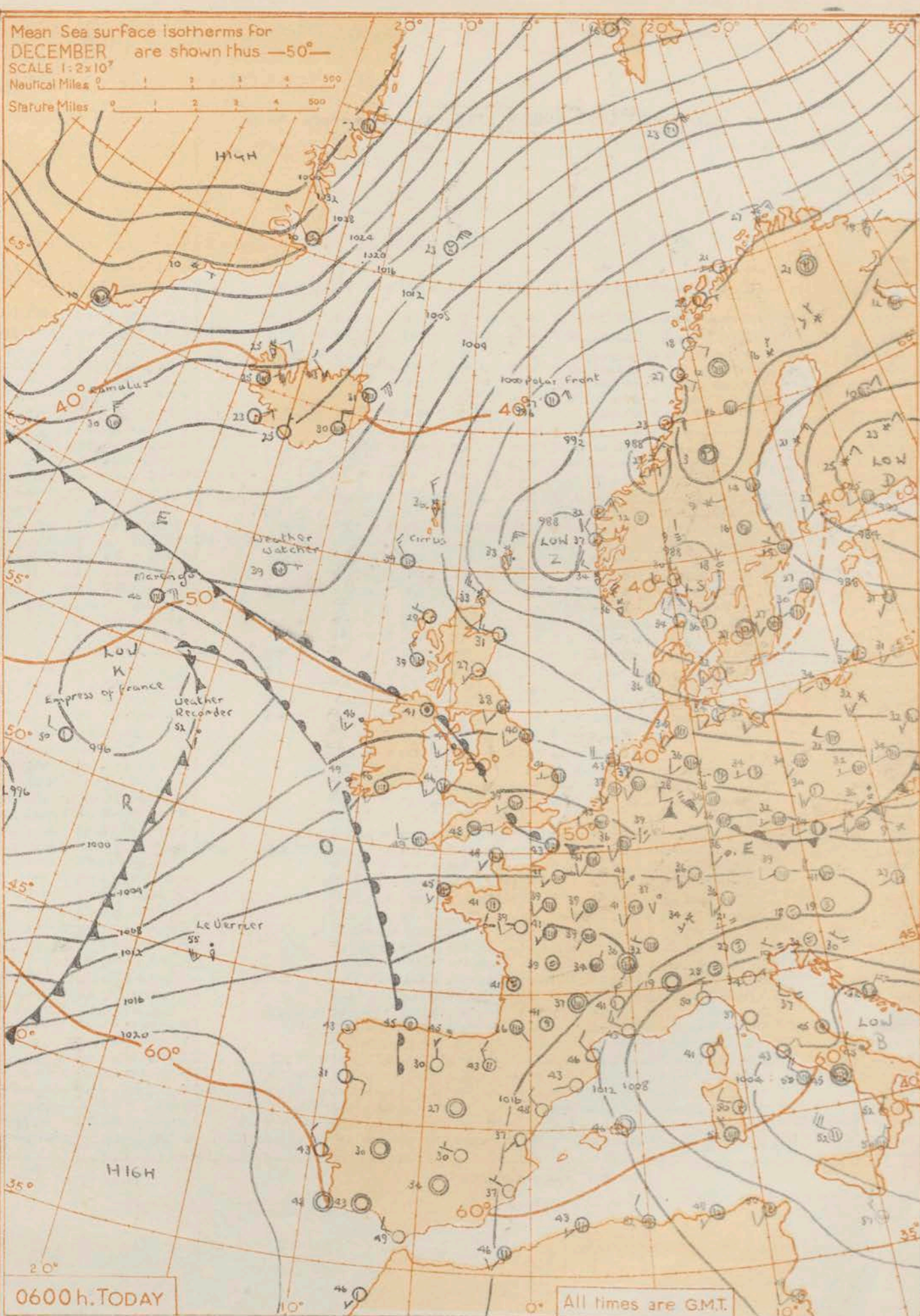
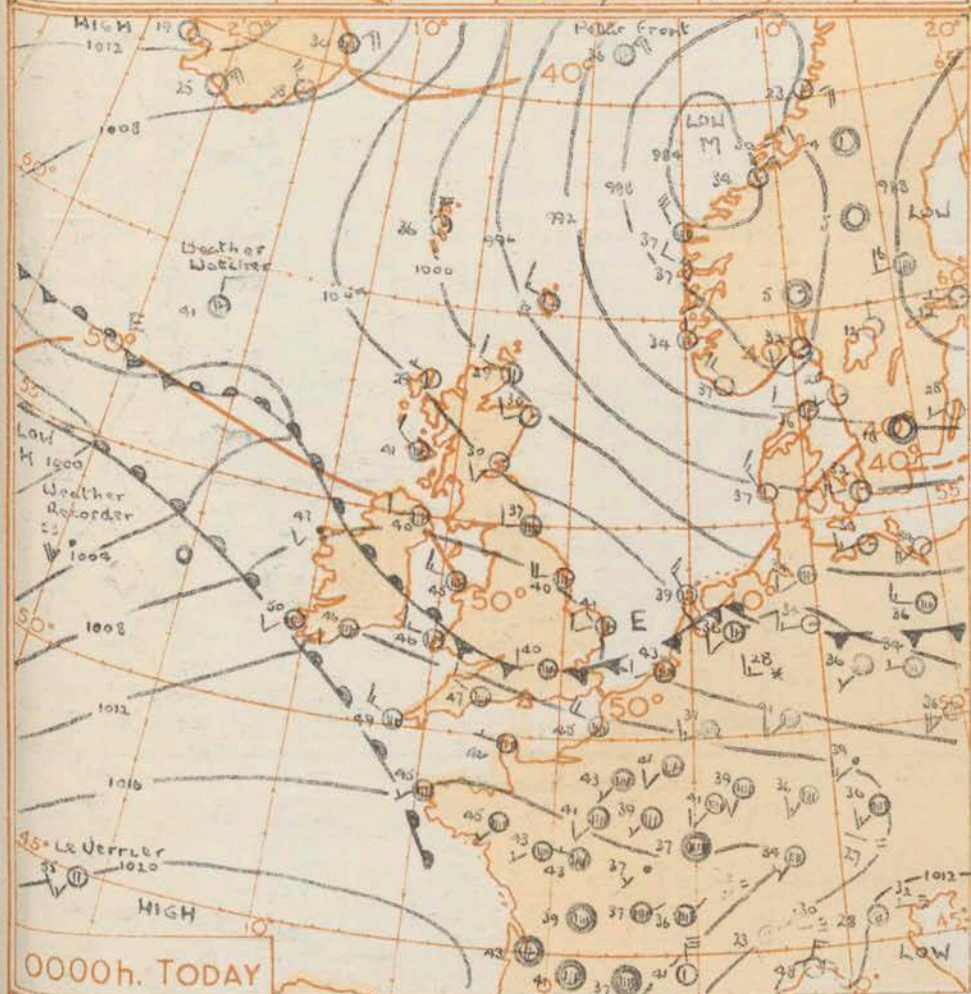
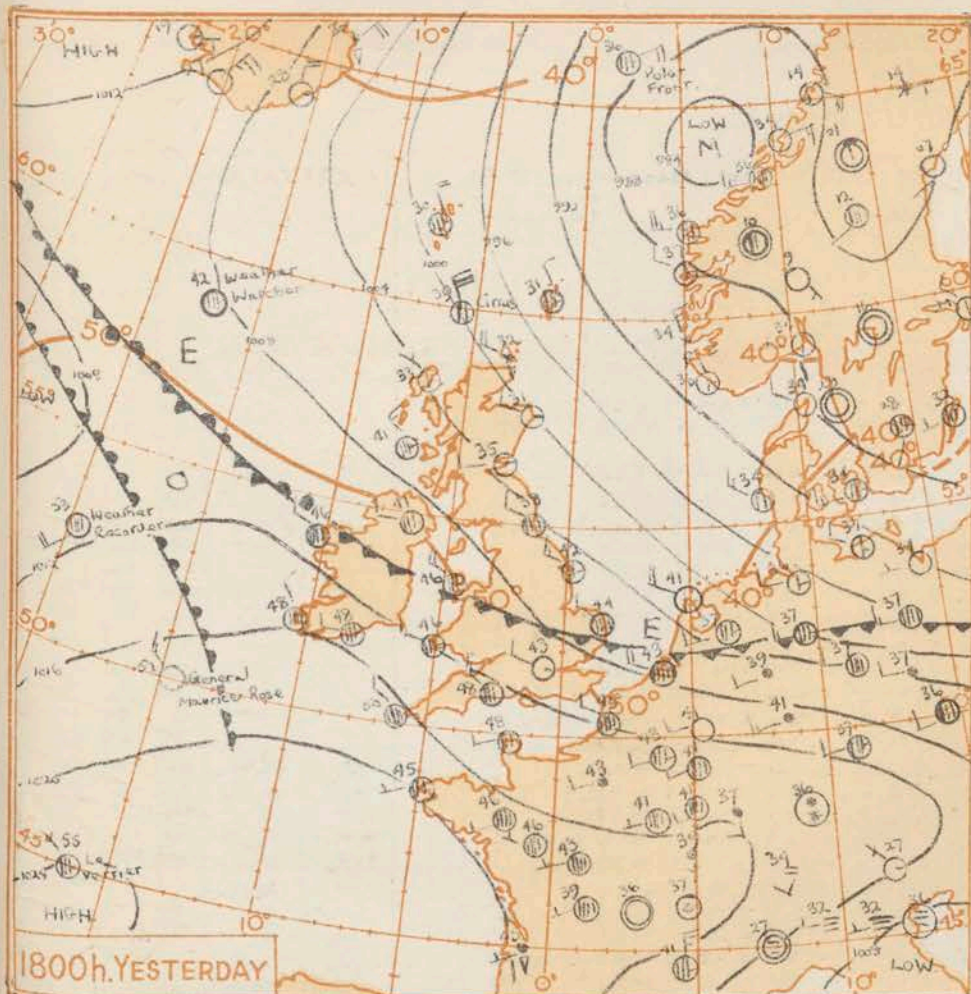




# CHART OF WEATHER IN PART OF NORTHERN HEMISPHERE







#### GENERAL SYNOPTIC DEVELOPMENT

A cold front moved slowly south over central and south-east England but it moved back into Northern Ireland as a warm front and an associated wave depression is expected to move across north England, possibly deepening over the Baltic in conjunction with a polar low which has formed near the Shetlands and is moving southeast.

Issued at midday today Tuesday 31st December 1957

#### FORECAST FOR BRITISH ISLES until noon tomorrow

over Scotland will continue cold with occasional sleet or snow. Northern Ireland and north England will have periods of rain with sleet or snow on hills at times. Wales and remaining southern districts of England will be mainly cloudy with rain at times.

#### OUTLOOK FOR following 24 hours.

Cold in the north and in some eastern districts with snow or sleet at times but mainly cloudy with occasional rain in the west and south.



# THE DAILY WEATHER REPORT OF THE METEOROLOGICAL OFFICE, LONDON

OBSERVATIONS at 00h. G.M.T. 31st December 1951.																									OBSERVATIONS at 06h. G.M.T. 1st January 1952.																									OBSERVATIONS during NIGHT								
Code FM 11.A	Station	Station Number	Wind		Weather		Bar at M.S.L.	Dry Bulb Temp.	Cloud			Dew Point Temp.	Bar. Change in 3 hours	Cloud Layers			Total Cloud	Wind		Weather		Bar at M.S.L.	Dry Bulb Temp.	Cloud			Dew Point Temp.	Bar. Change in 3 hours	Cloud Layers			Weather	Temp. 21h to 09h		Rain 21h to 09h. m.	Scale of ground 09h.																						
			Direction	Speed	Visibility	Present			Past	Amount	Low			Height	Medium	High		Amount	Form	Height	Amount			Form	Height	Amount			Form	Height	Amount		Form	Height			Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Min. F	Min. C	on grass	Tr.	(56)								
			N	dd	ff	VV	ww	W	PPP	TT	Nh	CL	h	CM	CH	Td	a	pp	Ns	C	hshs	Ns	C	hshs	Ns	C	hshs	Ns	C	hshs	Ns	C	hshs	21h. to 03h.	03h. to 09h.	(53)	(54)	(55)	(56)																			
			(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)	(23)	(24)	(25)	(26)	(27)	(28)	(29)	(30)	(31)	(32)	(33)	(34)	(35)	(36)	(37)	(38)	(39)	(40)	(41)	(42)	(43)	(44)	(45)	(46)	(47)	(48)	(49)	(50)	(51)	(52)	(53)	(54)	(55)	(56)
	Kew	775	.	.	.	.	.	.	4	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	7	23	12	60	02	2	087	42	1	5	5	1	1	3	7	10	1	6	2	5	.	.	40	33	.	1				
	London Airport	772	7	25	09	6	03	1	103.4	2	5	7	0	1	40	6	02	2	6	56	6	0	70	.	.	.	.	.	7	26	06	69	02	2	087	39	2	5	6	1	1	3	7	10	1	6	2	5	.	.	37	32	.	1				
	Tangmere	874	7	31	04	48	03	2	117.3	9	1	5	6	0	6	3	7	00	1	6	40	1	2	75	.	.	.	7	31	04	40	20	5	097	41	2	5	6	2	10	1	8	4	7	0	8	2	7	0	5	1	2	70	.	1			
	Hurn	862	6	27	07	62	03	1	122.4	0	2	5	6	3	2	3	7	02	2	6	30	6	0	70	.	.	.	6	25	07	61	02	6	103	44	8	5	6	1	1	8	4	7	10	8	6	6	30	.	1								
	Guernsey	894	6	29	10	81	03	0	104.4	4	5	5	5	1	0	4	3	7	01	5	6	2	6	27	.	.	.	5	23	12	81	01	8	125	48	5	5	5	1	10	1	0	4	7	0	8	2	7	0	5	1	2	70	.	1			
	Felixstowe	697	5	25	10	61	01	8	108.5	2	5	5	5	1	0	4	3	7	01	5	6	2	6	27	.	.	.	7	23	06	60	01	2	060	42	7	5	5	1	10	1	0	4	7	0	8	2	7	0	5	1	2	70	.	1			
	Gorleston	497	5	27	08	60	01	1	108.2	4	5	0	8	7	1	0	4	3	7	01	5	6	2	6	27	.	.	.	8	27	06	60	02	2	065	41	8	5	5	1	10	1	0	4	7	0	8	2	7	0	5	1	2	70	.	1		
	Mildenhall	578	7	25	11	38	01	6	108.2	4	5	7	1	1	0	4	3	7	01	5	6	2	6	27	.	.	.	8	24	10	63	03	1	065	40	8	5	5	1	10	1	0	4	7	0	8	2	7	0	5	1	2	70	.	1			
	Cardington	559	7	25	11	59	03	1	093.4	2	5	6	7	1	1	3	9	7	03	7	6	3	7	1	3	59	.	.	7	22	09	59	03	2	075	36	8	6	2	2	2	3	7	10	1	6	0	70	.	1								
	West Raynham	485	7	27	10	48	03	1	071.3	8	7	5	5	1	1	3	5	7	04	1	6	2	6	26	.	.	.	3	24	09	48	01	1	055	39	1	5	1	1	0	0	6	3	7	10	1	6	0	70	.	1							
	Wittering	462	8	25	12	46	02	8	108.6	4	8	5	1	1	1	3	5	0	1	8	6	5	7	.	.	.	7	27	08	62	01	2	067	39	3	5	1	1	0	0	6	3	7	10	1	6	0	70	.	1								
	Boscombe Down	746	6	29	08	62	02	1	115.4	0	4	5	6	3	1	3	9	7	04	4	6	3	5	9	.	.	.	7	27	08	62	02	2	097	41	5	5	1	1	0	0	6	3	7	10	1	6	0	70	.	1							
	Ross-on-Wye	627	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	7	23	11	77	02	2	075	44	1	5	5	1	1	0	0	6	3	7	10	1	6	0	70	.	1					
	Bristol	628	6	23	07	48	03	2	115.0	0	1	5	6	3	1	8	3	7	03	1	6	30	6	2	75	.	.	.	7	24	07	64	03	1	094	42	2	5	6	1	1	0	0	6	3	7	10	1	6	0	70	.	1					
	Aberporth	502	7	25	12	46	01	2	108.4	2	5	5	7	3	1	4	2	7	07	5	6	30	7	3	59	.	.	.	5	24	17	66	03	5	075	46	5	5	5	1	0	0	6	3	7	10	1	6	0	70	.	1						
	Rhoose (Cardiff)	715	7	20	07	62	5	8	113.4	1	8	4	1	1	1	4	2	7	07	3	8	18	7	3	6	27	.	.	.	7	00	00	61	03	1	091	44	7	5	6	2	1	0	0	6	3	7	10	1	6	0	70	.	1				
	Plymouth	827	6	24	06	59	01	1	135.4	7	3	5	8	4	1	1	4	6	8	0	7	1	6	30	3	6	57	.	.	.	2	28	08	66	01	6	110	47	7	5	5	1	0	0	6	3	7	10	1	6	0	70	.	1				
	Chivenor	707	8	28	11	74	02	2	130.4	5	5	3	4	1	1	4	7	6	0	5	6	1	7	8	6	4	5	.	.	.	8	26	11	66	06	103	48	5	5	5	1	0	0	6	3	7	10	1	6	0	70	.	1					
	St. Mawgan	817	5	28	12	64	20	5	139.4	8	6	2	1	1	1	4	5	7	09	8	7	06	.	.	.	.	.	8	29	13	62	60	6	116	47	5	5	5	1	0	0	6	3	7	10	1	6	0	70	.	1							
	Culdrose	809	7	29	10	78	20	5	144.4	8	2	5	5	1	1	4	6	1	0	9	2	8	2	5	1	6	45	.	.	.	7	29	10	81	03	5	119	47	7	5	5	1	1	0	0	6	3	7	10	1	6	0	70	.	1			
	Scilly	804	7	30	14	81	02	6	146.4	9	7	5	4	1	1	4	7	1	10	7	6	18	7	6	20	.	.	.	7	27	12	81	02	8	156	49	7	5	5	1	1	0	0	6	3	7	10	1	6	0	70	.	1					
	Elmdon	534	7	24	09	48	04	8	109.4	1	7	8	5	1	1	3	8	7	01	5	6	2	6	27	.	.	.	7	23	11	61	03	1	059	42	7	5	5	1	1	0	0	6	3	7	10	1	6	0	70	.	1						
	Shawbury	414	3	26	03	80	01	8	108.7	3	9	2	5	1	0	3	5	8	0	7	2	8	2	8	6	30	.	.	.	5	21	04	74	60	6	060	42	2	5	5	1	1	0	0	6	3	7	10	1	6	0	70	.	1				
	Manchester	334	7	31	05	38	02	2	081.4	1	3	5	4	1	1	3	7	2	02	3	6	18	5	6	30	7	6	50	.	.	.	7	22	09	56	61	6	056	40	5	5	5	1	1	0	0	6	3	7	10	1	6	0	70	.	1		
	Squires Gate	318	7	28	07	62	02	2	076.4	3	5	5	1	1	1	3	8	8	03	3	6	30	7	6	20	.	.	.	8	26	10	59	60	6	045	43	4	5	5	1	1	0	0	6	3	7	10	1	6	0	70	.	1					
	Valley	302	7	29	13	74	01	2	093.4	5	7	8	4	1	1	4	3	1	04	4	8	17	7	6	50	.	.	.	8	25	17	66	61	6	052	47	8	5	5	1	1	0	0	6	3	7	10	1	6	0	70	.	1					
	Ronaldsway	204	7	29	12	74	02	2	075.4	7	8	5	1	1	1	3	8	7	03	3	8	20	7	6	50	.	.	.	8	29	11	66	61	6	044	43	3	5	5	1	1	0	0	6	3	7	10	1	6	0	70	.	1					
	Silloth	214	8	26	09	64	03	2	064.4	8	8	5	1	1	1	3	7	8	06	2	8	25	8	7	6	45	.	.	.	8	26	08	61	60	8	034	41	8	5	5	1	1	0	0	6</													

## 00h. Ships Reports

Code FM 21.A			Total Cloud	Wind		Weather		Bar at M.S.L.	Dry Bulb Temp.	Cloud					Course		Bar	Temp.		Waves				
Ship	LAT.	LONG.		Direction	Speed	Visibility	Present			Past	Amount	Low	Height	Medium	High	Direction		Speed	Character	Change in 3 hours	Sea	Dew Point	Direction	Period
	Lat	Lon	N	dd	ff	VV	ww	W	PPP	TT	Nh	CL	h	CM	CH	Ds	Vs	a	pp	Ts	Td	dwdw	Pw	H
WEATHER RECORDER.	523	193	8	19	23	75	62	6	03	53	8	0	2	2	1	0	0	7	35	50	51	49	1	5
WEATHER WATCHER	589	171	5	36	10	98	02	2	06	41	5	5	6	0	0	0	0	7	10	59	23	36	4	4
POLAR FRONT.	659	018	5	08	24	99	02	8	92	46	5	9	4	0	0	0	0	2	10	58	27	49	1	6
LE. VERRIER.	451	153	4	22	16	70	03	1	20	55	2	8	5	4	0	0	0	7	26	51	50	32	5	7
COMULUS	618	330	6	35	24	80	01	2	13	32	6	8	4	1	1	0	0	8	03	60	21	33	5	7
U.S. SHIP "C"	528	355	8	22	14	63	80	2	01	45	2	5	6	7	1	1	0	0	0	51	43	49	1	1
U.S. SHIP "D"	440	410	7	27	26	81	02	2	20	53	7	5	5	1	1	0	0	0	0	58	45	28	5	8
EMPRESS OF FRANCE.	511	246	7	21	18	98	02	1	01	63	7	3	1	1	1	6	6	7	15	00	49			
ARAPA	411	107	5	33	06	99	02	1	22	54	5	1	4	0	1	4	5	6	07	55	52	33	2	
PIDIRUKI	419	075	3	00	09	99	02	1	18	54	3	1	4	0	0	8	5	4	00	57	46	34	5	

## 06h. Ships Reports

Code FM
---------