

THE DAILY WEATHER REPORT

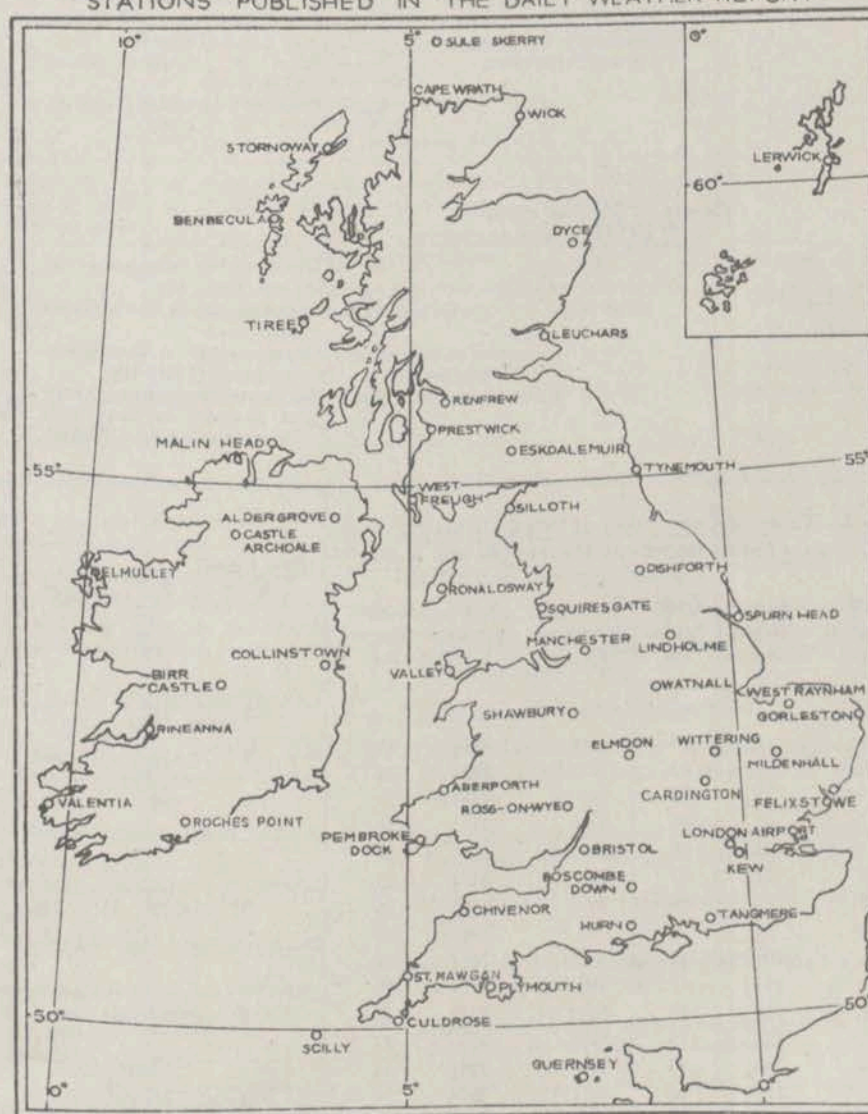
(INTRODUCTION)

1st April to 30th June

1957



STATIONS PUBLISHED IN THE DAILY WEATHER REPORT



METEOROLOGICAL OFFICE
LONDON, W.C.2

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.

(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.

EXPLANATION OF CODES AND SPECIFICATIONS					
CODE F.M.11A—Land Stations					
N dd ff	VV ww W	PPP TT	N _h C _L h C _M C _H	T _d T _d a pp	N _s C h _s h _s
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.	N _h = Amount of cloud the height of which is given by h (Table 1). C _L = Form of low cloud (Table 6). h = Height above ground of base of cloud (Table 9). C _M = Form of Medium Cloud (Table 7). C _H = Form of high cloud (Table 8).	T _d T _d = Dew point temperature in whole degrees Fahrenheit. a = Characteristic of barometric tendency (Table 10). pp = Barometric tendency (change of pressure in last three hours in tenths of millibars).	N _s = Amount in eighths of individual cloud layer or mass (Table 1). C = Type of cloud (Table 11). h _s h _s = Height of base of cloud (Table 12).
CODE F.M.21A—Ships					
L ₃ L ₂ L ₁	L ₀ L ₀ L ₀	Followed by first four groups as in F.M.11A above	D _s v _s a pp	T _s T _s T _d T _d	dwdw P _w H _w
L ₃ L ₂ L ₁ = Latitude in degrees and tenths.	L ₀ L ₀ L ₀ = Longitude in degrees and tenths (West unless otherwise stated).		D _s = Direction of movement of ship (Table 14). v _s = Speed of ship in knots (Table 15). a = Characteristic of barometric tendency (Table 10). pp = Barometric tendency (change of pressure in last three hours in tenths of millibars).	T _s T _s = Difference between air temperature and sea temperature in degrees Fahrenheit. (If the air temperature is less than the sea temperature, 50 is added). T _d T _d = Dew point temperature in whole degrees Fahrenheit.	dwdw = Direction of waves to tens of degrees (Table 2). P _w = Period of waves (Table 16). H _w = Mean maximum height of waves (Table 17).

5. NOTES

- (i) **Standard of Time.**—Greenwich Mean Time is exclusively used throughout the Report.
- (ii) **Rainfall.**—Tr : = There has been precipitation, but amount less than 0.05 mm.
- (iii) **Temperature.**—Temperature is specified in degrees Fahrenheit and is shown on the charts by means of figures alongside the positions of the stations.
- (iv) **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.
- (v) **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	18	Bristol	197	Silloth	27	Sule Skerry ...	50
London Airport	82	Aberporth ...	379	Watnall	337	Lerwick	272
Tangmere ...	57	Pembroke Dock	47	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	West Freugh ...	50	Malin Head ...	85
Cardington ...	93	Elmdon	326	Prestwick	30	Belmullet ...	33
West Raynham	263	Shawbury	249	Renfrew	30	Birr Castle ...	213
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	Valencia	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).

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.

Direction (Compass Points)	Exact equivalent in degrees	Code figures dd	Direction (Compass Points)	Exact equivalent in degrees	Code figures dd
Calm	—	00			
N'E.	11½	01	S'W.	191½	19
NNE.	22½	02	SSW.	202½	20
NE'N.	33¾	03	SW'S.	213¾	21
NE.	45	05	SW.	225	23
NE'E.	56½	06	SW'W.	236½	24
ENE.	67½	07	WSW.	247½	25
E'N.	78¾	08	W'S.	258¾	26
E.	90	09	W.	270	27
E'S.	101½	10	W'N.	281½	28
ESE.	112½	11	WNW.	292½	29
SE'E.	123¾	12	NW'W.	303¾	30
SE.	135	14	NW.	315	32
SE'S.	146½	15	NW'N.	326½	33
SSE.	157½	16	NNW.	337½	34
S'E.	168¾	17	N'W.	348¾	35
S.	180	18	N.	360	36

First Code Figure	Second Code Figure									
	0	1	2	3	4	5	6	7	8	9
	MILES									
5	3½	*	*	*	*	*	3¾	†	5	
6	6½		7½		8¾		10		11½	
7	12½		13¾		15		16½		17½	
8	18½		25		31½		37½		43¾	Over 43¾
	YARDS									
9†	<55	55	220	550	1,100	2,200	2½	6½	12½	31 or over
	YARDS									
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.

0 = Cloud covering $\frac{1}{2}$ or less of the sky throughout the appropriate period.	3 = Sandstorm, duststorm or drifting snow.
1 = Cloud covering more than $\frac{1}{2}$ 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 $\frac{1}{2}$ 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	Slight or moderate dust-storm or sand-storm.	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.	
	01	Clouds generally dissolving or becoming less developed.			31				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	Severe dust-storm or sand-storm.	has decreased during preceding hour. no appreciable change during preceding hour. has increased during preceding hour.		73	Continuous fall of snow flakes.	moderate at time of observation.	
	04	Visibility reduced by smoke, e.g. veldt or forest fire, industrial smoke or volcanic ashes.			34				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.	generally low.		76	Ice needles (with or without fog).	heavy at time of observation.	
	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				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				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.	generally high.			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.	has become thinner during the preceding hour. no appreciable change during the preceding hour. has begun, or has become thicker during the preceding hour.		81	Rain shower(s), moderate or heavy.			
	12	Shallow fog, more or less } Fog not deeper than about 2 metres on land or 10 metres at sea.	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).† } during the past hour.	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.

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_h and h refer to the lowest layer covering more than $\frac{1}{2}$ of the sky. If, however, there is no layer of more than $\frac{1}{2}$ then N_h 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_h 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.

Dry in all areas and one of the driest Aprils this century in Wales and much of England.

For the first 3 days of the month the weather was cloudy. There was some rain, mostly from a depression which moved north towards Iceland. On 4th high pressure spread westwards over the British Isles, and on 5th temperatures rose well into the sixties in England, with about 11 hours of sunshine in places. A marked drop of temperature occurred the following day as the anticyclone settled between Scotland and Iceland and northeasterly winds spread across the country. Temperatures remained mostly below 50° from 8th to 12th and there were slight showers which became progressively more frequent as a northerly flow spread from the Arctic, and slight snow fell in places as far south as East Anglia. Sunshine had been plentiful on most days, but from 14th to 18th several weak fronts moved slowly eastwards across the country, giving somewhat milder weather and rain in most places, though amounts were small except in west Scotland.

On 18th there was the only major interruption in the anticyclonic nature of the month's weather, when a depression became intense as it moved northeast near the Hebrides, giving short-lived but occasionally severe gales. Pressure in the Hebrides changed by more than 10 mb. in 3 hours both ahead of and behind the depression, but the rainfall was not large. Following this disturbance an anticyclone began to develop over England and then moved towards southern Sweden, so that by Easter Sunday, 21st, weather was sunny and rather warm in the south, while a cool southwesterly stream of air gave showers and occasional rain in the northwestern half of the country. On 22nd the anticyclonic belt shifted northwards, giving over 12 hours of sunshine in west Scotland and Northern Ireland, and there were outbreaks of thundery rain over England, 11 mm. being reported from Tangmere in the early hours of the 22nd. Meanwhile pressure continued to build up over Scandinavia and west Russia, with a ridge extending to the British Isles, and on 23rd and 24th weather was fine almost everywhere, though with low cloud at times along the

east coasts. Temperatures inland in southern England reached 67° in places on 23rd. By 25th the ridge of high pressure had developed into an anticyclone and moved to north of Scotland, and cool northeasterly winds swept across the country as they did on 6th. These northeasterlies brought a little rain to the eastern half of England: temperatures however did not fall quite so low as in the cold outbreak in the early part of the month, and although the northeasterly winds continued over the 26th and 27th over England and Wales with a good deal of cloud, it remained dry and temperatures gradually recovered.

The anticyclone moved away eastwards from north Scotland, but 26th and 27th remained fine over Scotland and Northern Ireland with sunshine totals exceeding 12 hours in parts of Scotland and Northern Ireland on both these days.

Another anticyclone developed to the west of the British Isles, centred about 500 to 600 miles west of Ireland, and remained almost stationary for the rest of the month. The dry northeasterlies over England and Wales weakened for a time on 28th, as a weak cold front moved southeast from Scotland, but were re-established again during the 29th without any marked drop in temperature.

The cold front, which crossed Scotland and Northern Ireland on the 28th was associated with a depression which moved east from Iceland across the Norwegian Sea. Showery weather spread into these northern countries behind this front, but the showers were mostly slight. Another depression crossed eastwards over the Norwegian Sea from the Iceland area on the 30th and the warm front of this depression spread cloudy weather with some rain and drizzle into Scotland and Northern Ireland on the 30th.

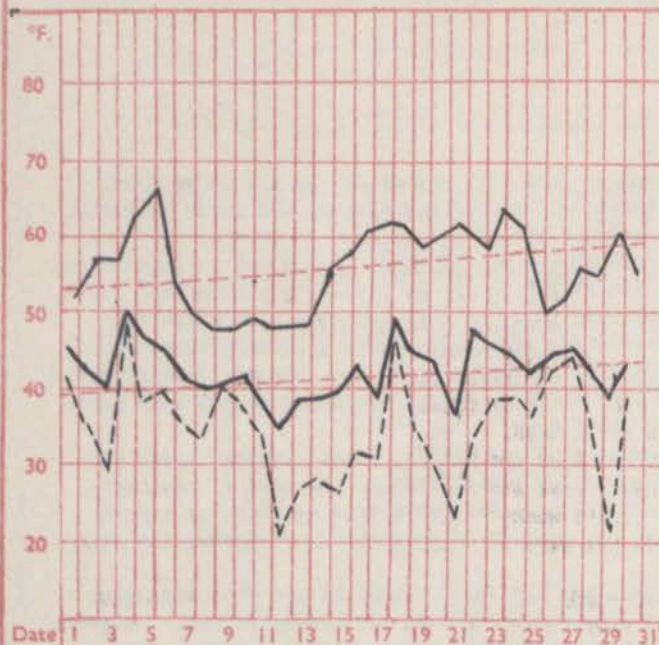
Sunshine totals were mostly above average ranging from 89% to 137% and the mean maximum and mean minimum temperatures were also slightly above the average. Rainfall was everywhere below average and over much of Wales and England it was one of the driest Aprils this century: at Ross-on-Wye there was an absolute drought throughout the month, the only other completely dry month, in a record going back to 1859, being June 1925.

PLACE	TEMPERATURE												SUNSHINE					RAINFALL												Days with thunder	Days with snow or sleet	Days with fog (Vis. < 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	56.1	+0.5	42.6	+0.3	66	5	48	8	50	4	34	12	8	0	3	12.5	29	175	113	1881	244	1893	79	1920	23	3	25	9	24	1856	101	1878	1.3	1912	0	0	0
TANGMERE	56.7	+1.5	40.8	+1.8	67	5	49	10	48	18	33	12	9	0	1	12.1	29	196	113	1916	225	1942	115	1918	26	11	21	15	37	1945	73	1951	7	1954	1	0	0
GORLESTON	51.0	-0.6	42.4	+1.0	64	17	44	2	48	18	34	13	2	0	3	12.6	29	159	105	1908	268	1909	69	1937	23	4	12	12	31	1916	91	1951	9	1942	0	1	1
CARDINGTON	56.2	-	38.4	-	66	4	47	8	49	4	26	12	10	3	1	13.0	29	148	-	-	-	-	-	-	24	2	22	5	-	-	-	-	-	0	0	0	
BOSCOMBE DOWN	56.1	+1.2	40.8	+2.4	66	23	47	8	48	4	23	12	11	1	2	13.5	29	179	114	1933	229	1954	113	1940	25	3	22	7	17	1931	99	1935	1	1938	0	0	0
ROSS-ON-WYE	56.2	+1.0	41.3	+1.2	64	5	47	8	50	3	32	12	8	1	1	12.4	30	135	89	1915	218	1938	72	1920	30	0	-	0	0	1859	143	1889	1.5	1938	0	0	0
PEMBROKE DOCK	55.8	+1.8	44.4	+1.5	65	23	47	12	50	3	35	12	1	0	2	12.8	25	207	116	1892	268	1893	92	1905	26	5	17	7	12	1926	100	1952	20	1954	0	0	0
PLYMOUTH	56.5	+2.8	43.7	+0.7	65	5	50	8	50	3	34	15	4	0	0	12.7	25	185	106	1921	265	1921	116	1937	25	3	26	5	9	1949	85	1952	10	1954	0	0	0
ELMDON	54.9	+1.0	39.0	+0.8	65	5	40	12	47	4	29	12	10	2	1	12.9	28	150	104	1928	201	1945	66	1931	27	3	12	4	9	1933	98	1940	3	1938	0	2	0
VALLEY	53.5	+2.2	43.0	+0.5	62	23	48	11	50	3	34	13	3	0	2	13.0	27	195	111	1913	240	1938	91	1920	23	4	16	12	24	1946	95	1947	29	1956	0	0	0
MANCHESTER	55.3	+2.0	40.2	+1.5	64	23	47	8	48	3	29	13	10	2	1	12.6	24	133	104	1946	187	1954	131	1950	24	3	12	7	15	1929	86	1950	7	1938	0	0	0
WATNALL	54.6	+0.4	39.3	+0.5	62	5	45	9	48	4	30	12	9	2	4	13.3	28	126	83	1934	201	1942	75	1941	23	2	22	6	14	1911	98	1920	3	1938	0	1	0
DISHFORTH	55.0	+1.0	38.1	+0.7	63	28	46	9	48	16	28	13	6	2	3	12.6	28	151	109	1945	180	1951	132	1954	25	4	21	7	19	1947	60	1949	5	1954	0	0	0
TYNEMOUTH	50.5	+0.2	41.5	+0.9	60	16	43	12	49	4	33	13	4	0	4	11.9	28	126	89	1937	190	1956	74	1937	21	5	21	13	36	1864	110	1934	5	1912	0	0	1
ESKDALEMUIR	52.8	+2.7	35.4	+0.6	61	28	43	12	46	4	24	14	14	5	3	12.7	24	161	123	1910	197	1942	64	1937	18	20	3	74	86	1910	254	1947	20	1918	0	1	0
RENFREW	55.9	+3.3	39.8	+1.6	64	24	50	12	49	4	31	12	12	4	3	10.7	26	184	137	1921	192	1942	73	1937	18	10	28	50	88	1921	159	1947	18	1938	1	0	0
LEUCHARS	53.4	+1.6	40.1	+2.0	60	5	47	11	49	4	31	13	8	2	2	12.9	26	164	106	1922	215	1942	98	1937	22	5	28	12	30	1922	117	1934	2	1938	0	0	0
DYCE	51.9	+2.1	38.4	+1.4	61	18	43	12	47	4	26	27	9	5	6	11.7	25	134	95	1925	212	1942	85	1941	18	10	21	24	65	1946	71	1951	10	1946	1	4	0
STORNOWAY	51.4	+2.4	40.6	+1.4	56	4	44	10	48	3	31	30	4	1	4	13.2	25	169	116	1880	216	1902	95	1944	11	12	16	60	86	1943	144	1947	34	1944	0	1	0
ALDERGROVE	53.8	+1.2	35.2	+0.6	61	24	46	11	50	3	31	23	2	0	5	13.6	26	197	134	1927	210	1942	57	1937	18	6	21	29	54	1927	93	1950	6	1938	0	0	1

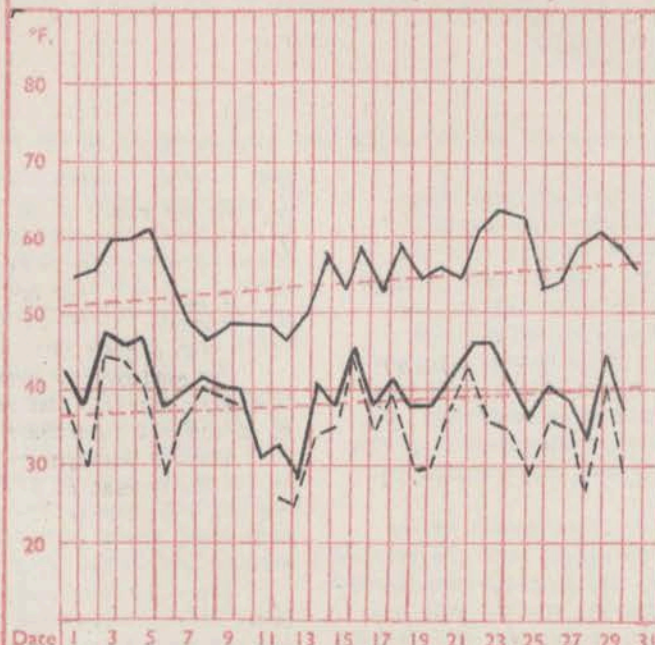
* Sunshine recorded on 28 days only.

* Sunshine recorded on 28 days only.

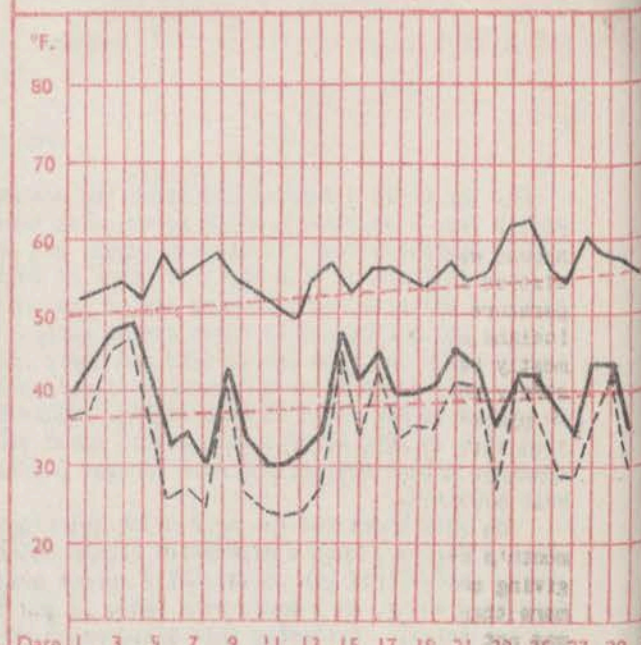
LONDON (KEW)



MANCHESTER (AIRPORT)



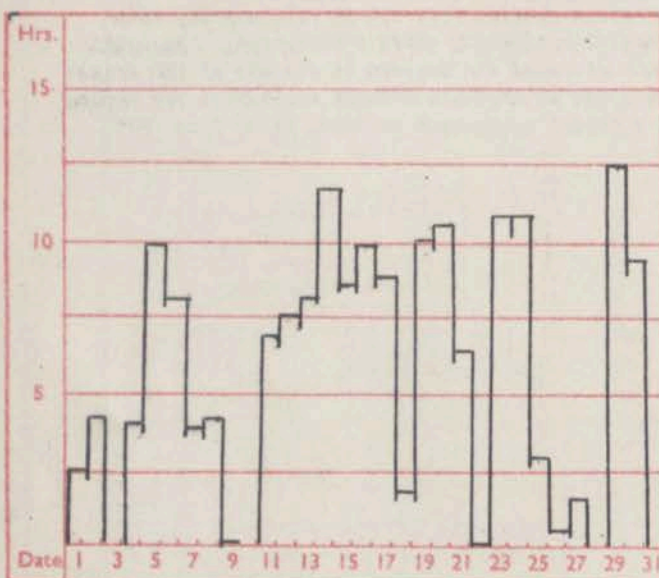
GLASGOW (RENFREW)



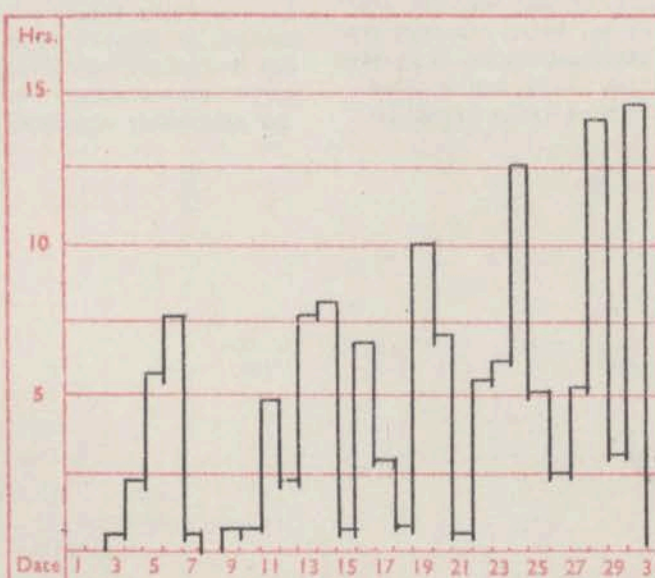
Maximum temperatures read at 21 h. G.M.T. daily, and minimum temperatures, read at 09 h. G.M.T. daily, are shown in full lines. Grass minimum temperatures, read at 09 h. G.M.T. daily, are shown by a dotted line. Pecked lines in red show normal values.

TEMPERATURE

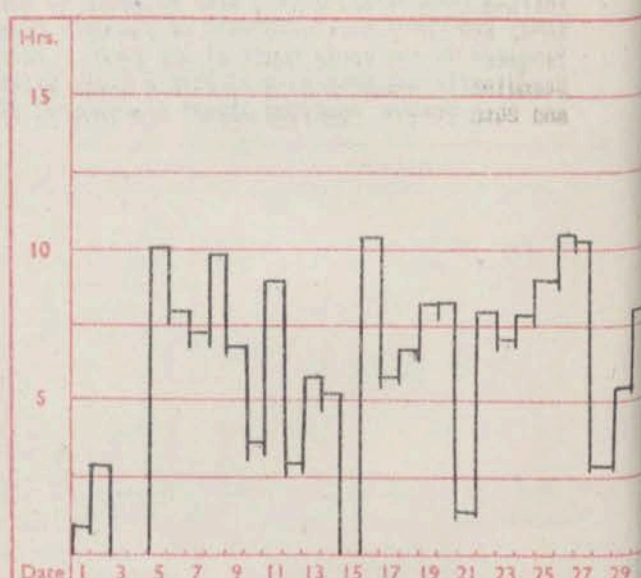
SUNSHINE



Total for month 175 hrs.
30 year (1921-1950) average 147 hrs.



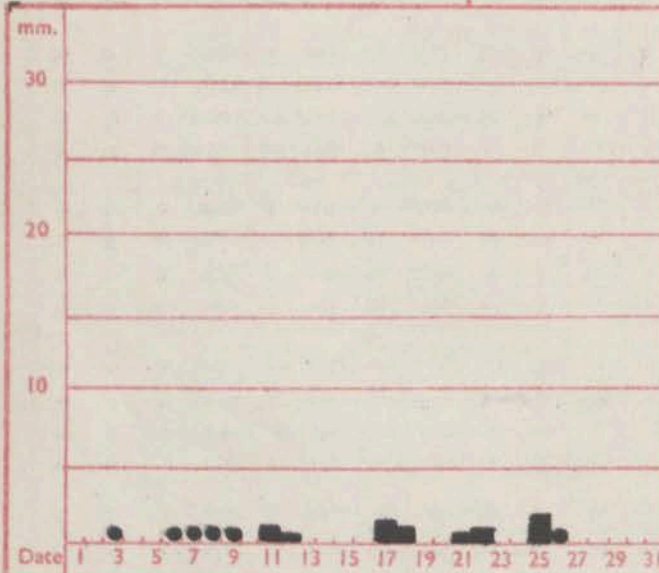
Total for month 133 hrs. *Sunshine records from 3rd to 30th only.
30 year (1921-1950) average 120 hrs.



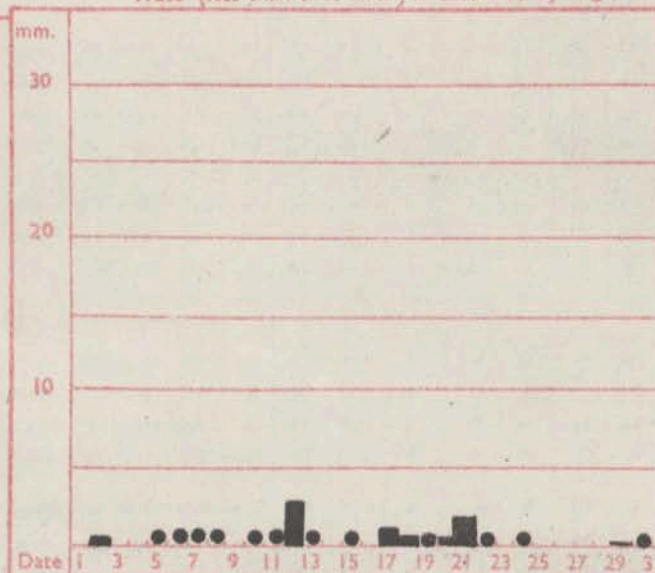
Total for month 184 hrs.
30 year (1921-1950) average 134 hrs.

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 "•".

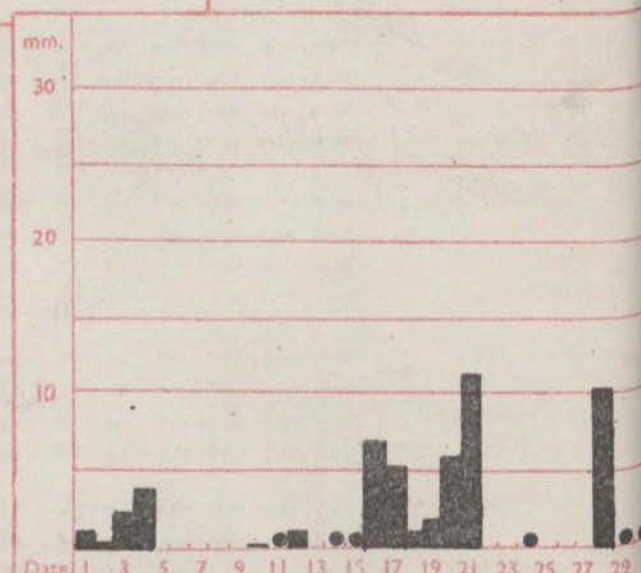
RAINFALL



Total for month 9 mm.
35 year (1881-1915) average 37 mm.



Total for month 7 mm.
35 year (1881-1915) average 46 mm.

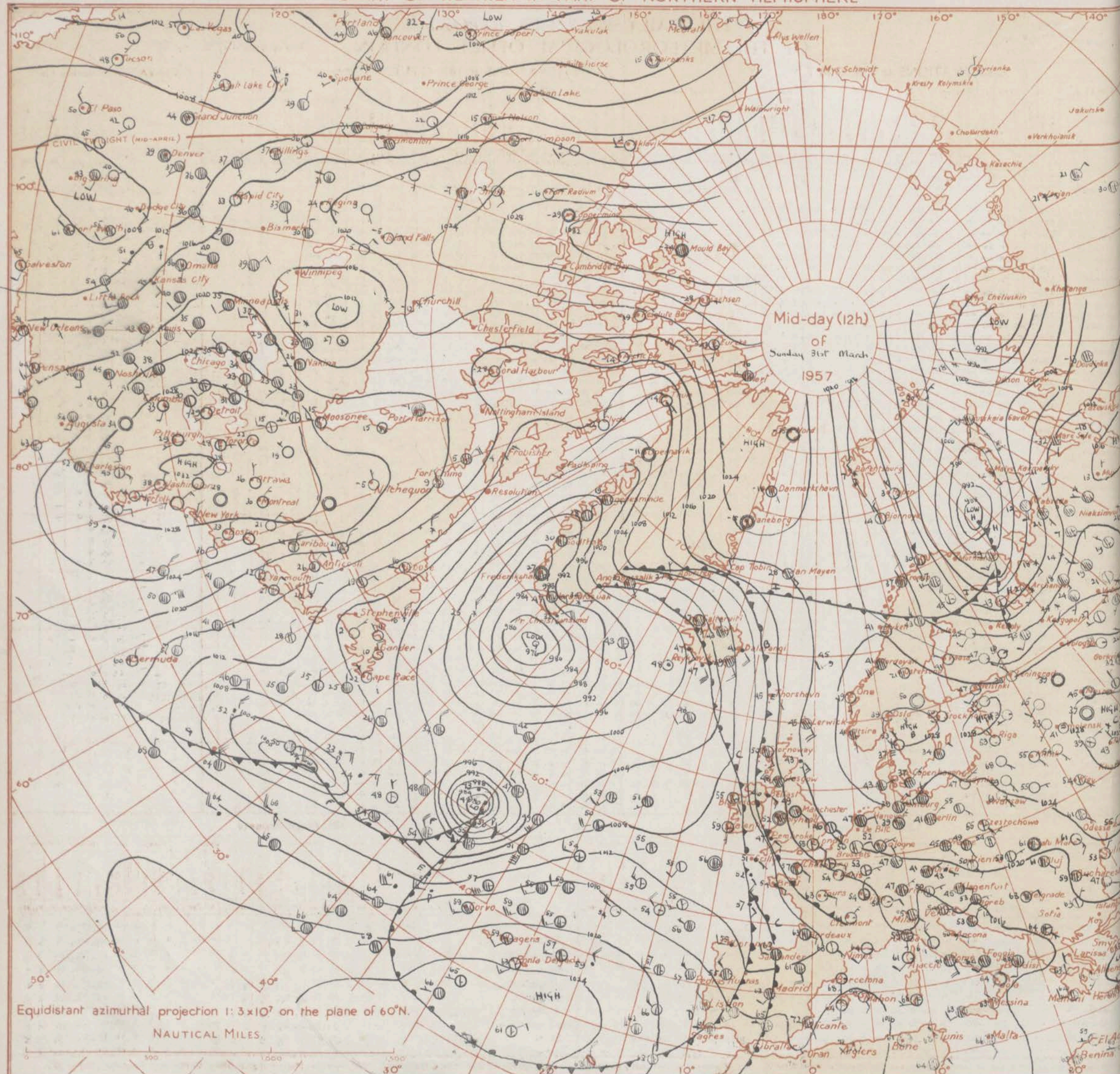


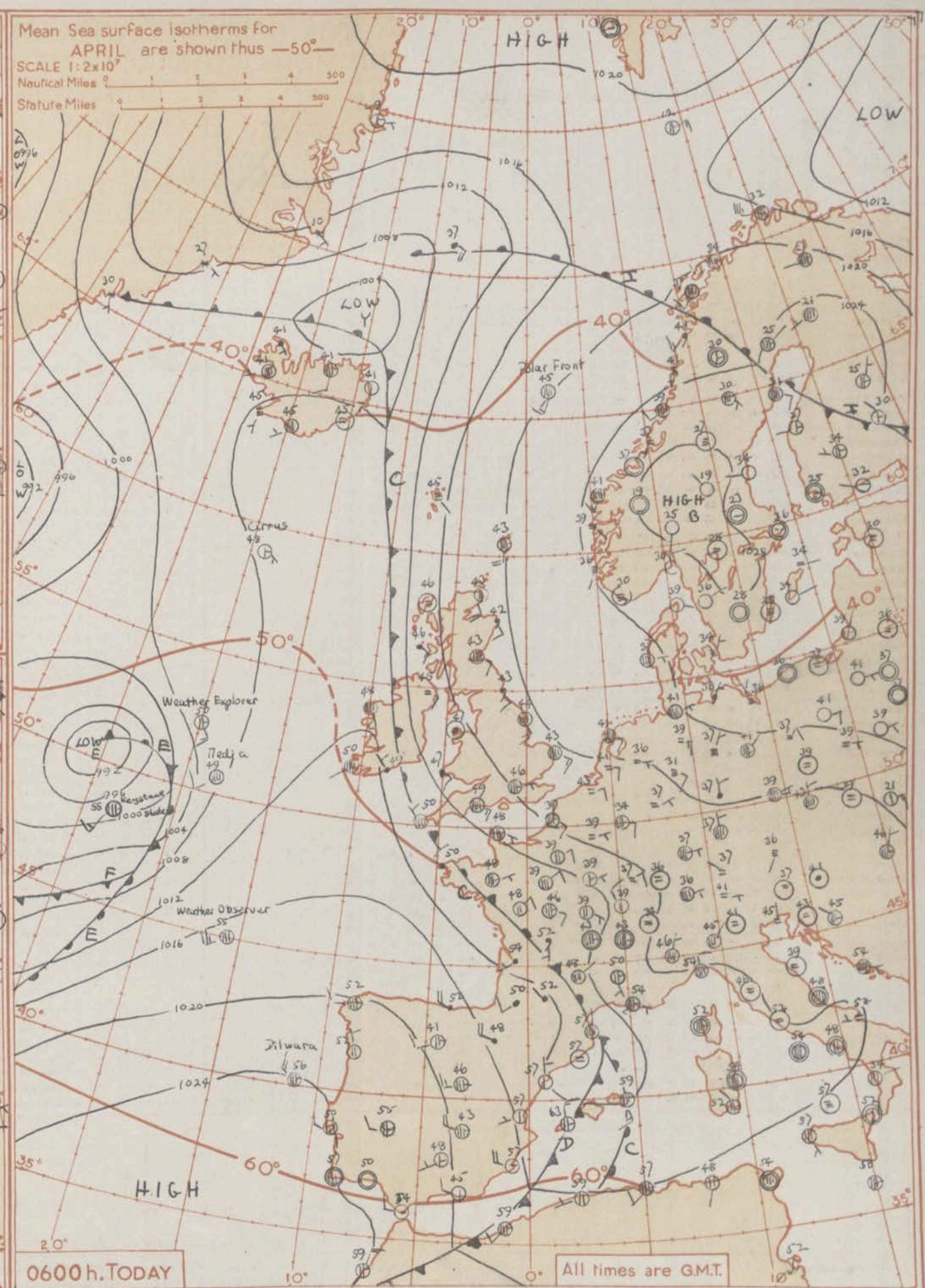
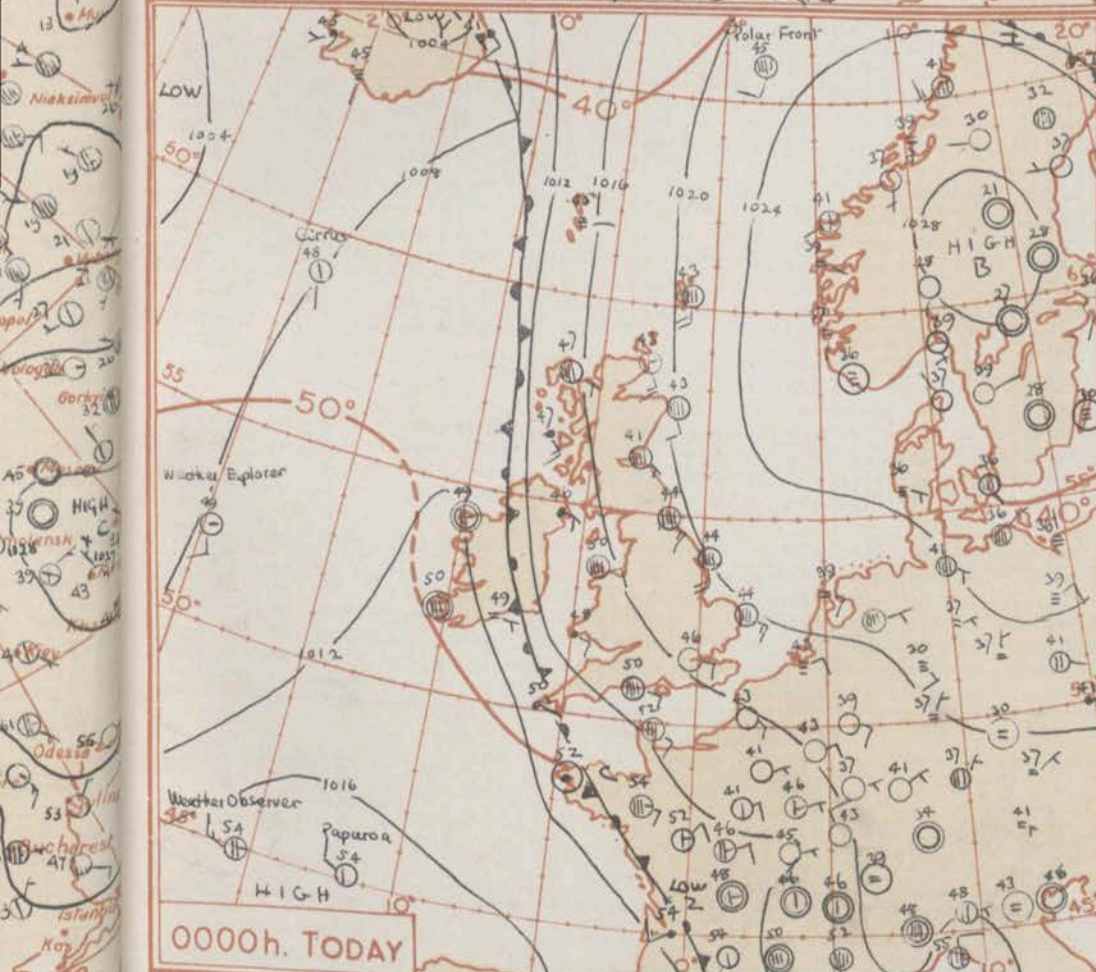
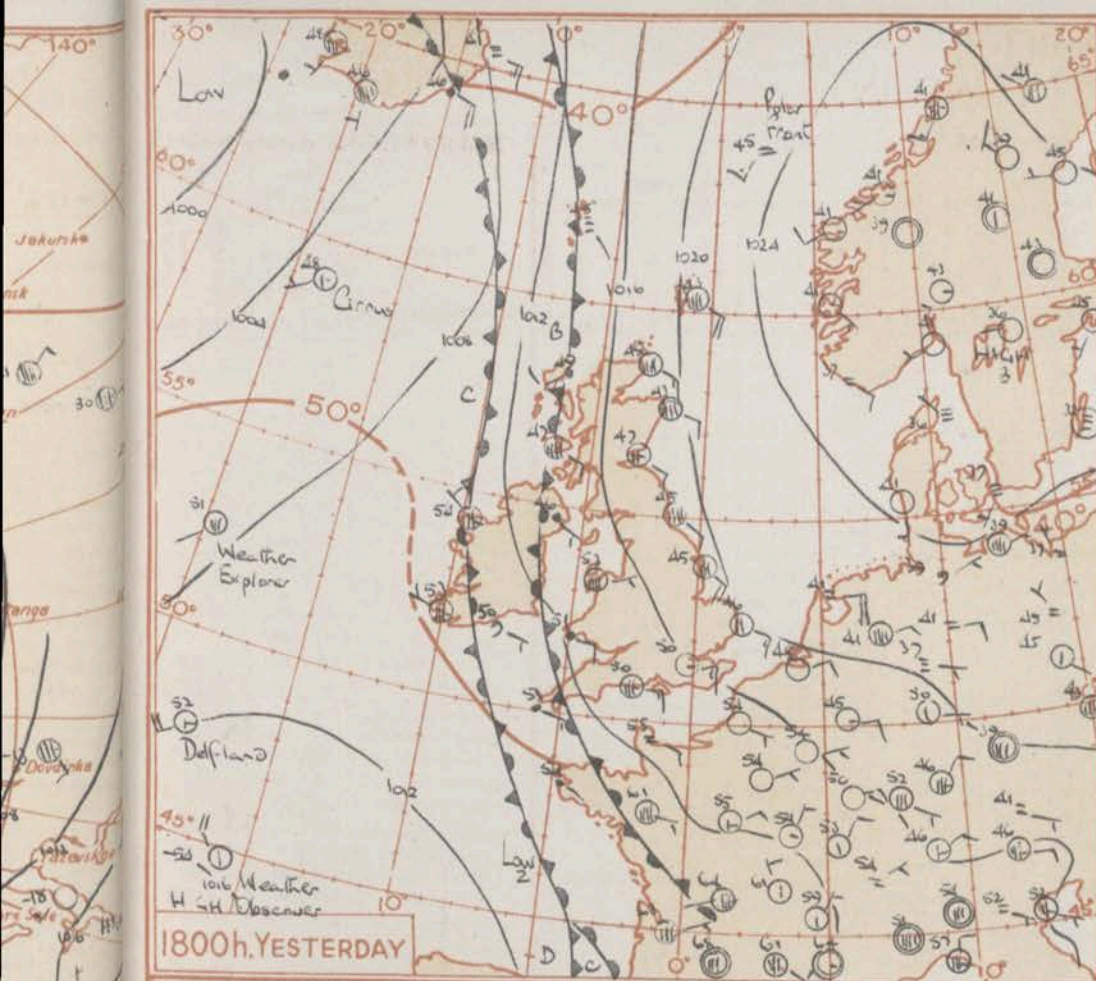
Total for month 50 mm.
35 year (1881-1915) average 57 mm.

Corrections to Monthly Summary for March, No 15:— In weather summary, last paragraph, 3rd line, for "lowest" read "highest".
Cardington:— Mean Maximum 56.4°; Mean Minimum 40.5°; Sunshine, Total for month 104 hrs; Days of no rainfall 15.
Pembroke Dock:— Days with fog 0; Dishforth:— Sunshine, Maximum duration, 10.7 hrs on 21st; Total for month 76 hrs; % of average 72. Aldergrove:— Days of no sunshine 10; Days of no rainfall 8.

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

CHART OF WEATHER IN PART OF NORTHERN HEMISPHERE





GENERAL SYNOPSIS DEVELOPMENT

An almost stationary anticyclone over southern Scandinavia is expected to persist. A depression has moved southeast over France but a weak trough is expected to persist over central France. A complex low pressure area in mid-Atlantic will persist with associated fronts moving slowly into western districts.

Issued at midday today Monday 1st April 1957

FORECAST FOR BRITISH ISLES until noon tomorrow

Western districts it will be mainly cloudy with outbreaks of rain in places especially the southwest. Elsewhere it will be mainly dry with variable cloud and morning drizzle in some east coast areas. Temperatures will be mainly near the seasonal normal.

OUTLOOK FOR further 24 hours:— Little change.

No...

Code F.1Code F.M

* Information not usually received.

THE DAILY WEATHER REPORT
OF THE METEOROLOGICAL OFFICE, LONDON

Date of Issue: Tuesday 2nd April 1957

[illegible]

18h. Ships Reports

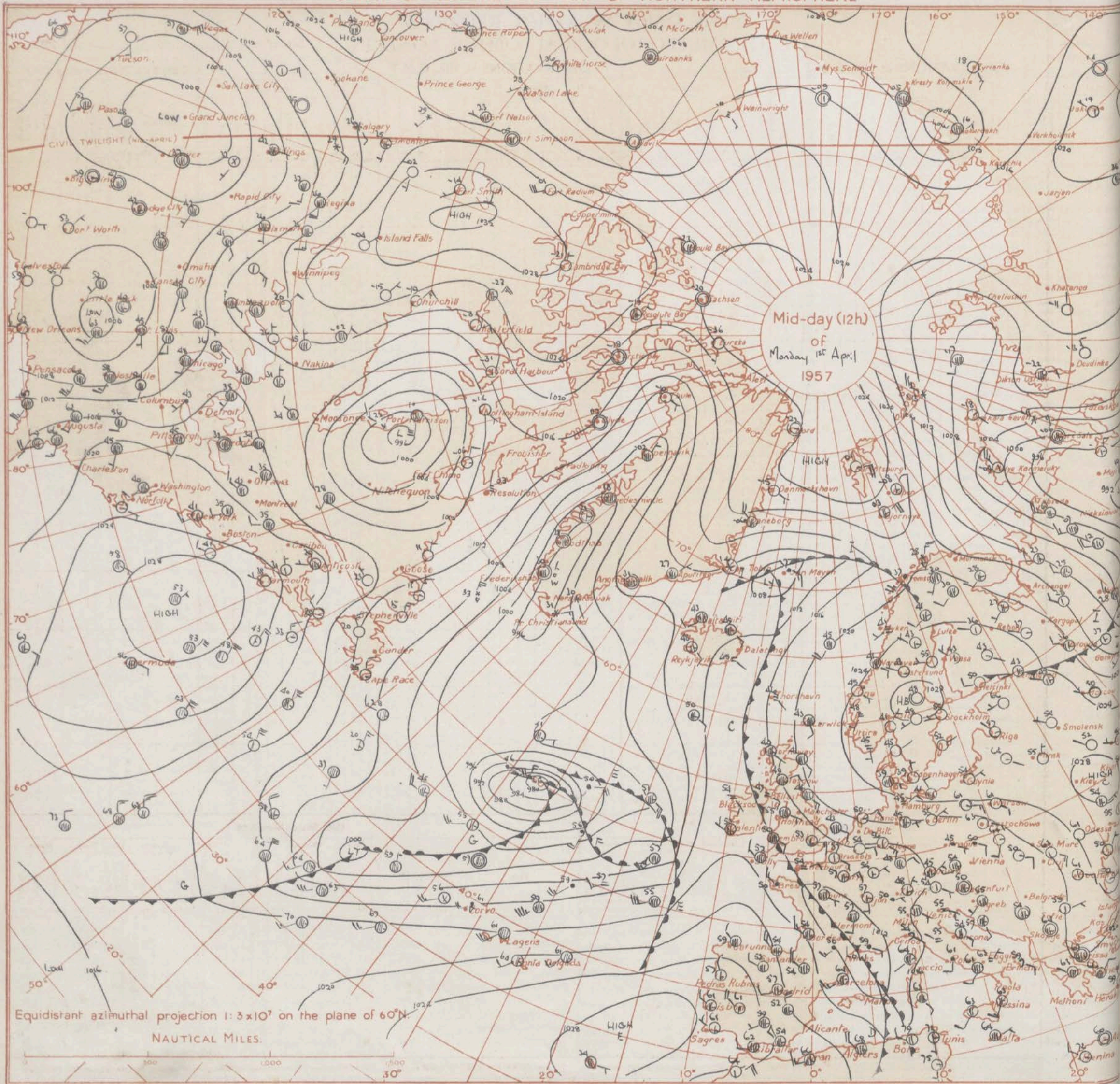
Code F.M.21.A			T.N. Ships Reports																																								T.N. Ships Reports																																							
Ship			LAT.	LONG.	Wind		Weather		Cloud					Course		Bar		Temp.		Waves			Ship			LAT.	LONG.	Wind		Weather		Cloud					Course		Bar		Temp.		Waves																																							
Dew Points	Direction	Period			Total Cloud	Direction	Speed	Visibility	Present	Past	Bar at M.S.L.	Dry Bulb Temp.	Amount	Low	Height	Medium	High	Direction	Speed	Character ^c	Change in 3 hours	Sea	Dew Point	Direction	Period	Height			Present	Past	Bar at M.S.L.	Dry Bulb Temp.	Amount	Low	Height	Medium	High	Direction	Speed	Character ^c	Change in 3 hours	Sea	Dew Point	Direction	Period	Height																																				
dTd dwdw Pw			Lata	LoLo	N	dd	#	VV	ww	W.	PPP	TT	Nh	CL	h	CM	CH	Ds	Vs	a	pp	TsTs	TdTd	dwdw	Pw	Hw			Lata	LoLo	N	dd	#	VV	ww	W.	PPP	TT	Nh	CL	h	CM	CH	Ds	Vs	a	pp	TsTs	TdTd	dwdw	Pw	Hw																														
CIRRUS			590	190	7	13	12	70	03	8	081	30	6	8	1	6	2	3	1	5	03	02	46	22	5	2	CIRRUS	589	188	7	12	10	70	02	8	062	48	4	8	4	5	2	0	0	7	10	00	43	32	5	2																															
WEATHER EXPLORER			523	203	7	11	25	97	15	2	019	51	3	7	1	7	-	0	0	7	18	50	47	12	3	2	WEATHER EXPLORER	523	204	5	18	19	98	01	6	995	52	5	5	5	0	1	0	0	6	04	01	50	21	6	5																															
WEATHER OBSERVER			450	156	8	23	21	98	03	2	109	58	1	5	5	6	0	0	0	2	03	50	84	23	3	6	WEATHER OBSERVER	451	156	8	22	26	97	00	6	164	55	3	7	4	7	-	0	0	3	02	00	54	23	2	7																															
POLAR FRONT			660	020E	8	20	21	98	02	2	98	45	2	5	5	-	-	0	0	7	06	50	41	19	3	3	POLAR FRONT	660	020E	8	21	22	96	98	6	191	45	8	6	4	-	-	0	0	7	03	00	41	-	4	4																															
EDENFIELD			450	171	8	21	24	98	03	2	06	57	8	7	4	0	0	5	5	6	00	01	53	21	2	5	EDENFIELD	636	333	2	17	15	70	01	1	052	48	7	9	4	-	-	2	1	02	03	41	18	5	12																																
TASMANIA			394	261	7	22	13	99	03	1	261	59	0	0	8	0	8	5	6	4	00	01	55	29	5	1	TASMANIA	440	410	8	32	18	64	02	2	032	44	5	2	5	1	0	0	7	12	62	28	32	3	5																																
MEDIA			500	210	8	22	24	98	02	2	018	53	8	5	4	-	-	6	6	4	00	00	53	-	-	-	MEDIA	423	187	6	22	12	97	03	1	015	55	3	7	3	7	0	1	4	5	05	01	55	22	2	3																															
U.S. SHIP "D"			440	410	7	29	20	69	02	2	047	45	5	5	5	2	0	0	0	2	22	57	32	32	4	5	U.S. SHIP "D"	491	199	9	23	5	96	45	4	041	53	-	-	-	-	2	6	4	00	03	53	23	6	1																																
REGENT HAWK			450	221	8	23	15	97	10	5	165	57	8	7	-	-	-	1	4	2	04	02	54	26	6	7	REGENT HAWK	456	095	2	22	12	97	01	0	201	57	0	0	9	8	0	1	4	6	00	02	49	22	3	3																															
CORINTHIC			410	266	8	19	17	03	02	2	033	59	8	7	4	-	-	6	6	5	05	02	55	26	6	7	CORINTHIC	489	183	8	19	17	98	03	2	062	55	8	6	4	0	0	6	5	7	01	57	55	19	2	2																															

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

* Information not usually received.

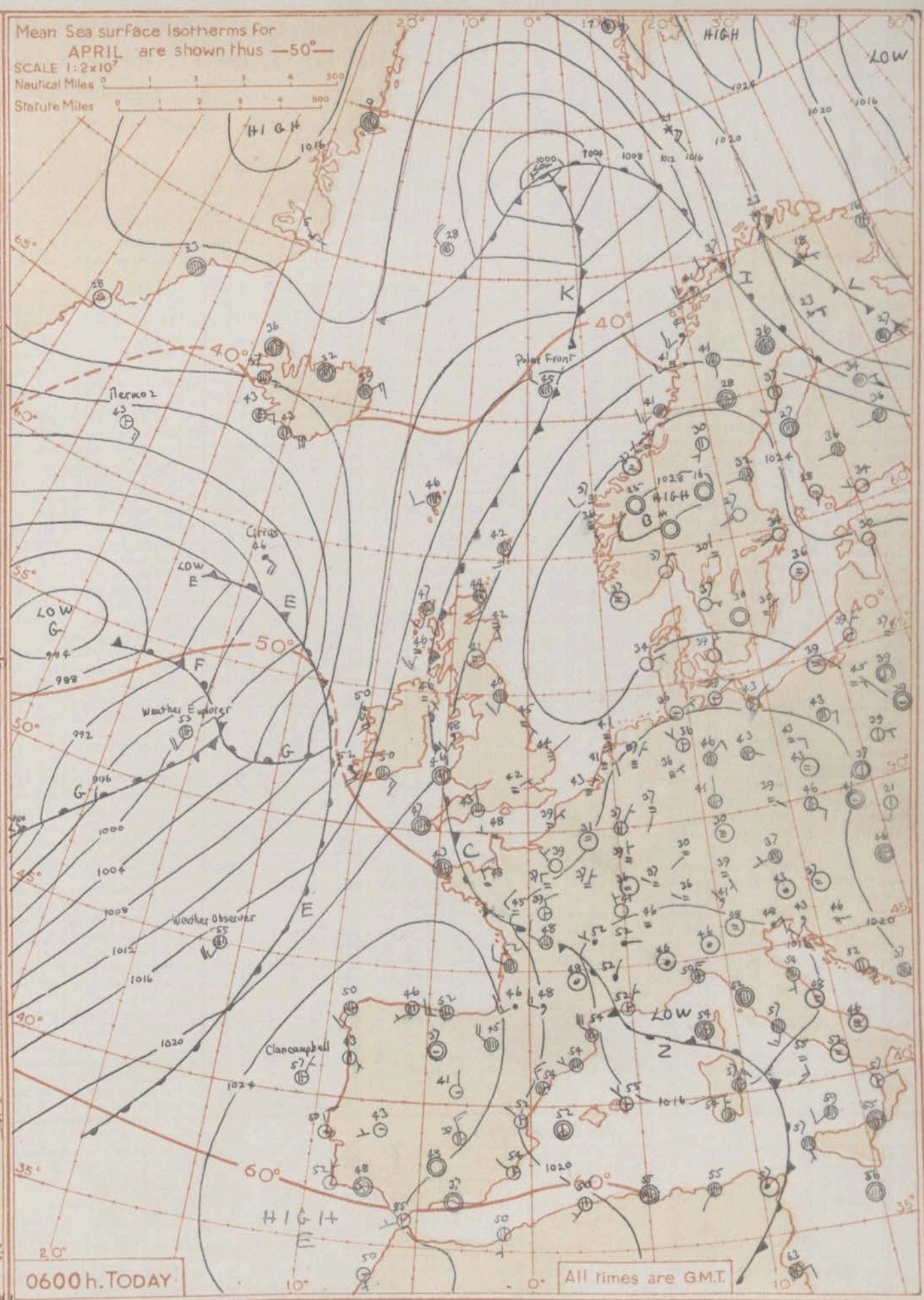
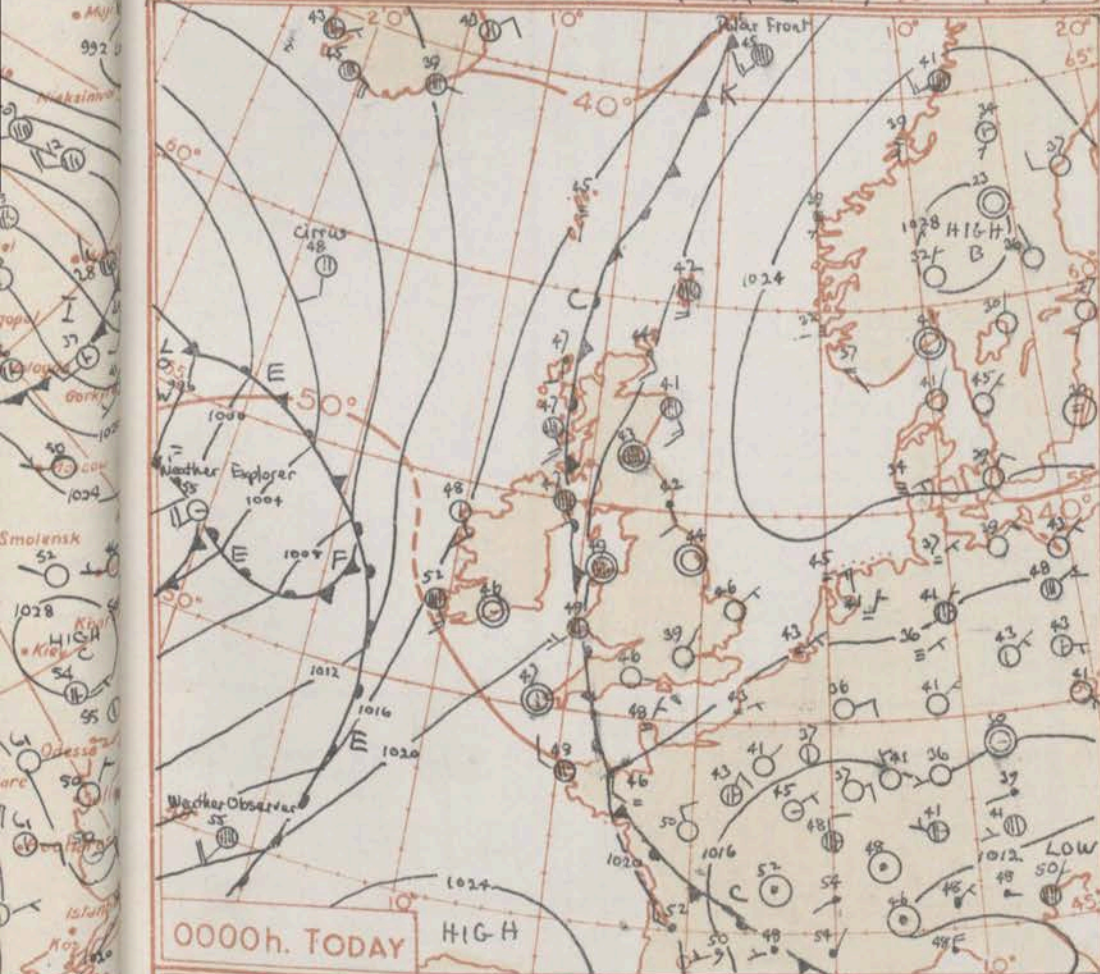
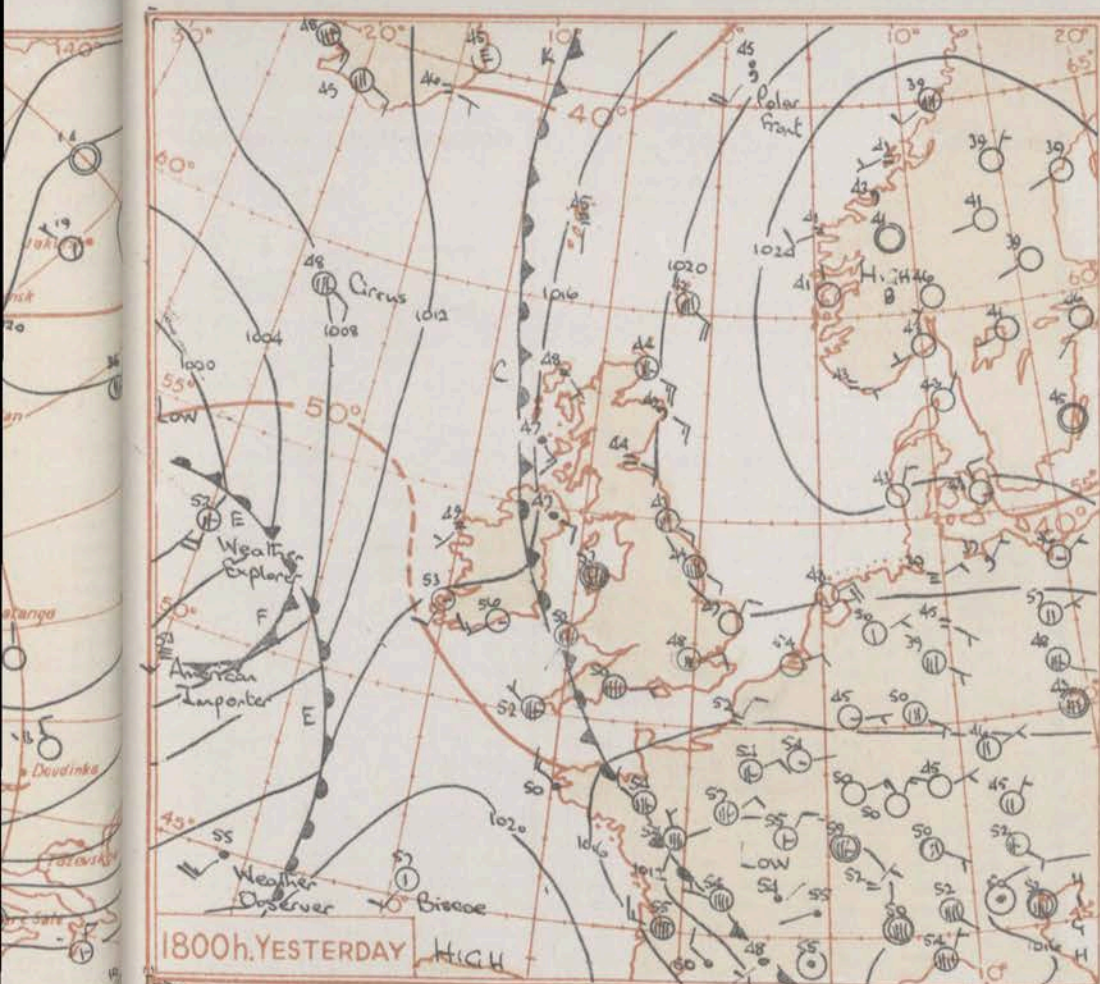
SIR GRAHAM SUTTON, C.B.E., D.Sc., F.R.S., Director. Meteorological Office, Air Ministry, Kingsway, London, W.C.2.

CHART OF WEATHER IN PART OF NORTHERN HEMISPHERE



Equidistant azimuthal projection 1:3x10⁷ on the plane of 60°N.

NAUTICAL MILES.



GENERAL SYNOPTIC DEVELOPMENT A slow-moving depression over southern Scandinavia is expected to persist. A new anticyclone has moved into Spain from the west and will probably intensify a little and move slowly north. A complex depression in the Atlantic will probably form into a large slow-moving depression in north Atlantic, and associated fronts will move slowly into western district. A small wave depression north of Azores is expected to move rapidly northeast giving southerly gale off western Ireland.

Issued at midday today Tuesday 23 April 1957

FORECAST FOR BRITISH ISLES until noon tomorrow. Scotland, Northern Ireland and north England will be cloudy with occasional rain, more continuous later in western districts of Scotland and Northern Ireland. The southern half of England will have some sunny periods and variable cloud with fog night and morning. Temperatures will be near the seasonal normal.

OUTLOOK FOR the further 24 hours: Mainly dry but occasional rain or drizzle in parts of Northern Ireland and Scotland.

THE DAILY WEATHER REPORT OF THE METEOROLOGICAL OFFICE, LONDON

OBSERVATIONS at 00h. G.M.T. 2nd April 1957																									
OBSERVATIONS at 06h. G.M.T. 2nd April 1957																									
OBSERVATIONS during NIGHT																									
Code F.M. 11.A	Station	Station Number	Total Cloud	Wind Direction	Wind Speed	Weather	Bar at M.S.L.	Dry Bulb Temp.	Cloud Amount	Cloud Height	Cloud Medium	Cloud High	Dew Point Temp.	Change in 3 hours	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Temp. 21h to 09h	Code F.M.
	Kew London Airport	775	8	02	01	37	02.1	43	0	0	0	0	38	2	03	0	0	0	0	0	0	0	0	42	35
	Tangmere	874	3	02	12	35	01.2	44	0	0	0	0	40	2	09	3	0	75	0	0	0	0	0	40	35
	Hurn	862	0	31	06	33	01.1	40	0	0	0	0	36	2	14	0	0	0	0	0	0	0	0	36	29
	Guernsey	894	0	00	00	28	00.0	47	0	0	0	0	25	2	18	0	0	0	0	0	0	0	0	45	40
	Felixstowe	697	2	02	05	40	02.0	47	0	0	0	0	43	2	04	2	0	75	0	0	0	0	0	40	39
	Gorleston	497	0	04	06	32	02.0	46	0	0	0	0	45	2	04	2	0	0	0	0	0	0	0	43	39
	Mildenhall	578	8	00	00	07	02.1	47	0	0	0	0	37	2	08	0	0	0	0	0	0	0	0	40	39
	Cardington	559	8	36	02	40	02.1	47	0	0	0	0	39	2	07	0	0	0	0	0	0	0	0	40	39
	West Raynham	485	9	02	10	47	02.1	47	0	0	0	0	40	2	08	0	0	0	0	0	0	0	0	40	39
	Wittering	462	9	02	10	47	02.1	47	0	0	0	0	40	2	08	0	0	0	0	0	0	0	0	40	39
	Boscombe Down	746	2	04	02	40	02.1	47	0	0	0	0	40	2	08	0	0	0	0	0	0	0	0	40	39
	Ross-on-Wye	627	0	00	00	37	02.1	47	0	0	0	0	40	2	08	0	0	0	0	0	0	0	0	40	39
	Bristol	628	8	06	05	37	02.1	47	0	0	0	0	40	2	08	0	0	0	0	0	0	0	0	40	39
	Aberporth	502	7	16	07	40	02.2	48	0	0	0	0	44	2	13	7	6	47	0	0	0	0	0	45	43
	Pembroke Dock	604	7	22	06	48	01.6	49	0	0	0	0	46	2	14	7	6	47	0	0	0	0	0	46	44
	Plymouth	827	8	00	00	30	02.0	48	0	0	0	0	47	2	10	8	4	62	0	0	0	0	0	47	44
	Chivenor	707	8	00	00	37	02.1	47	0	0	0	0	47	2	10	8	4	62	0	0	0	0	0	47	44
	St. Mawgan	817	8	27	04	56	02.6	48	0	0	0	0	48	2	10	8	4	62	0	0	0	0	0	47	44
	Culdrose	809	4	27	02	65	01.6	48	0	0	0	0	47	2	10	8	4	62	0	0	0	0	0	47	44
	Scilly	804	2	00	04	74	02.1	48	0	0	0	0	47	2	10	8	4	62	0	0	0	0	0	47	44
	Elmdon	534	8	11	03	48	02.2	49	0	0	0	0	49	2	13	8	4	62	0	0	0	0	0	48	43
	Shawbury	414	8	10	07	32	01.2	46	0	0	0	0	40	2	10	8	4	62	0	0	0	0	0	42	34
	Manchester	334	2	13	05	48	02.1	48	0	0	0	0	47	2	10	8	4	62	0	0	0	0	0	47	44
	Squires Gate	318	8	00	00	48	02.2	49	0	0	0	0	49	2	13	8	4	62	0	0	0	0	0	48	43
	Valley	302	8	11	13	38	01.6	47	0	0	0	0	45	2	10	8	4	62	0	0	0	0	0	46	43
	Ronaldsway	204	8	11	13	38	01.6	47	0	0	0	0	45	2	10	8	4	62	0	0	0	0	0	46	43
	Silloth	214	7	06	05	19	02.2	49	0	0	0	0	49	2	13	8	4	62	0	0	0	0	0	48	43
	Watnall	354	8	11	06	48	02.2	49	0	0	0	0	49	2	13	8	4	62	0	0	0	0	0	48	43
	Spurn Head	396	0	00	00	48	01.1	48	0	0	0	0	42	2	08	0	0	0	0	0	0	0	0	43	38
	Lindholme	362	0	11	02	57	01.2	48	0	0	0	0	39	0	03	8	7	16	0	0	0	0	0	43	38
	Dishforth	261	8	14	12	50	02.2	49	0	0	0	0	49	2	13	8	4	62	0	0	0	0	0	48	43
	Tynemouth	262	8	16	10	58	02.2	49	0	0	0	0	49	2	13	8	4	62	0	0	0	0	0	48	43
	Esksdalemuir	162	0	00	00	48	01.1	48	0	0	0	0	42	2	08	0	0	0	0	0	0	0	0	43	38
	West Freugh	130	8	14	02	37	01.6	47	0	0	0	0	45	2	10	8	4	62	0	0	0	0	0	46	43
	Prestwick	135	8	14	02	37	01.6	47	0	0	0	0	45	2	10	8	4	62	0	0	0	0	0	46	43
	Renfrew	141	8	06	03	15	02.6	48	0	0	0	0	44	2	06	8	6	31	0	0	0	0	0	44	39
	Leuchars	171	8	00	00	37	02.2	49	0	0	0	0	49	2	13	8	4	62	0	0	0	0	0	48	43
	Dyce	091	8	16	14	37	02.6	48	0	0	0	0	41	2	04	5	7	06	0	0	0	0	0	41	36
	Wick	075	8	16	11	58	02.6	48	0	0	0	0	41	2	04	5	7	06	0	0	0	0	0	41	36
	Cape Wrath	049	8	27	02	60	02.2	49	0	0	0	0	45	2	08	0	0	0	0	0	0	0	0	46	43
	Sule Skerry	010	8	14	03	48	02.2	49	0	0	0	0	45	2	08	0	0	0	0	0	0	0	0	46	43
	Lerwick	005	8	18	20	63	02.2	49	0	0	0	0	45	2	08	0	0	0	0	0	0	0	0	46	43
	Stornoway	026	8	18	10	58	02.6	48	0	0	0	0	41	2	04	5	7	06	0	0	0	0	0	41	36
	Benbecula	022	8	18	12	24	01.6	46	0	0	0	0	46	2	08	0	0	0	0	0	0	0	0	46	43
	Tiree	100	8	15	14	32	02.6	48	0	0	0	0	45	2	08	0	0	0	0	0	0	0	0	46	43
	Aldergrove	917	8	15	03	40	02.6	48	0	0	0	0	45	2	08	0	0	0	0	0	0	0	0	46	43
	Malin Head	980	0	17	10	58	02.6	48	0	0	0	0	41	2	04	5	7	06	0	0	0	0	0	41	36
	Belmullet	976	0	17	10	58	02.6	48	0	0	0	0	41	2	04	5	7	06	0	0	0	0	0	41	36
	Birr	965	2	15	12	70	02.1	47	0	0	0	0	45	2	08	0	0	0	0	0	0	0	0	46	43
	Collinstown	969	0	17	05	16	02.8	48	0	0	0	0	47	2	10	8	4	62	0	0	0	0	0	47	44
	Rineanna	962	0	00	00	07	02.6	48	0	0	0	0	43	2	06	8	6	31	0	0	0	0	0	43	38
	Roches Point	952	0	19	03	40	02.1	47	0	0	0	0	40	2	08	0	0	0	0	0	0	0	0	40	39
	Valentia	953	0	19	03	40	02.1	47	0	0	0	0	40	2	08	0	0	0	0	0	0	0	0	40	39

00h. Ships Reports

06h. Ships Reports

Code FM 21.A				Wind		Weather		Bar at M.S.L.		Dry Bulb Temp.		Cloud				Course		Bar		Temp.		Waves																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
--------------	--	--	--	------	--	---------	--	---------------	--	----------------	--	-------	--	--	--	--------	--	-----	--	-------	--	-------	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

THE DAILY WEATHER REPORT
OF THE METEOROLOGICAL OFFICE, LONDON

Date of Issue Wednesday 3rd April 1957

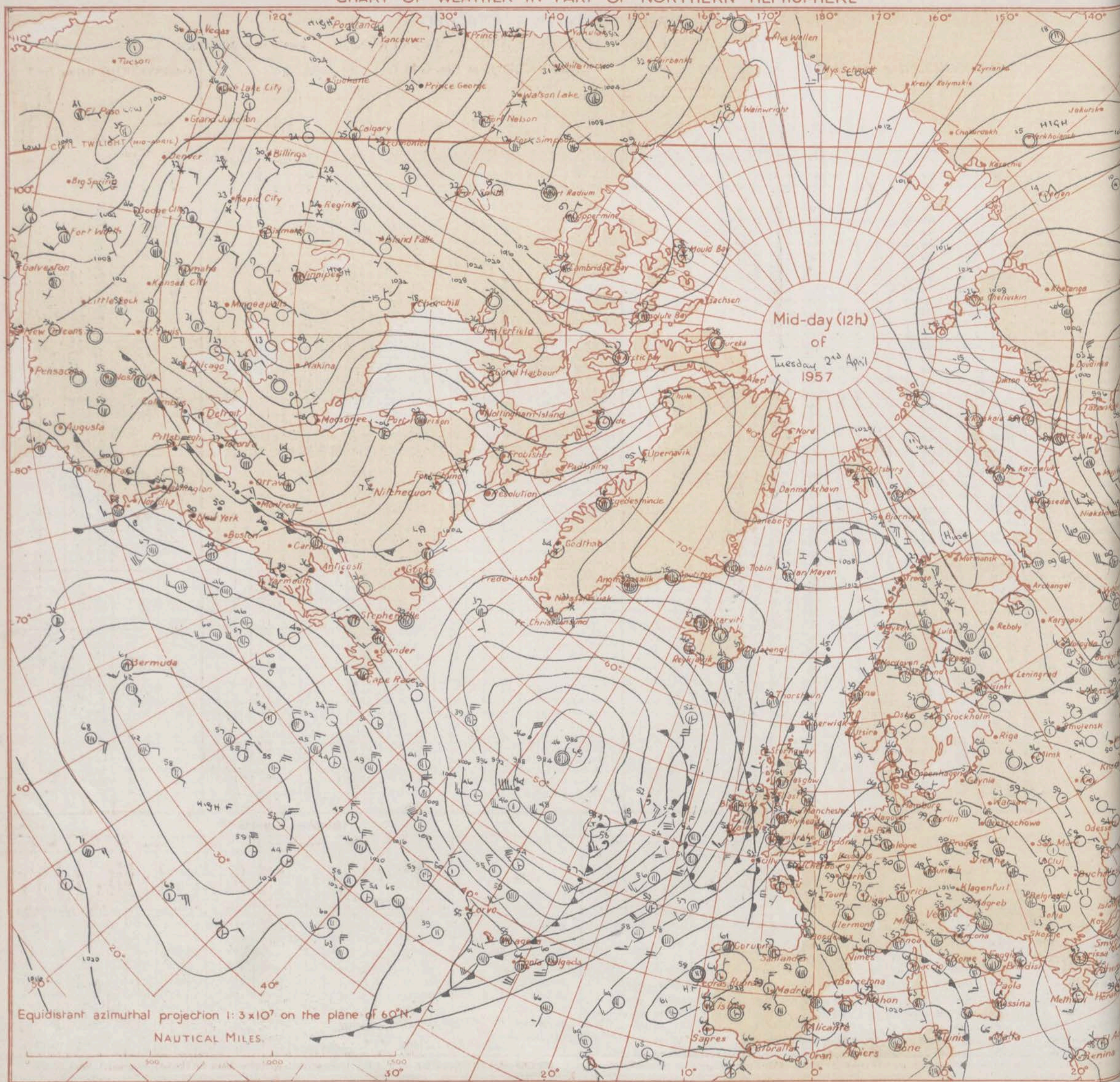
[illegible][illegible]

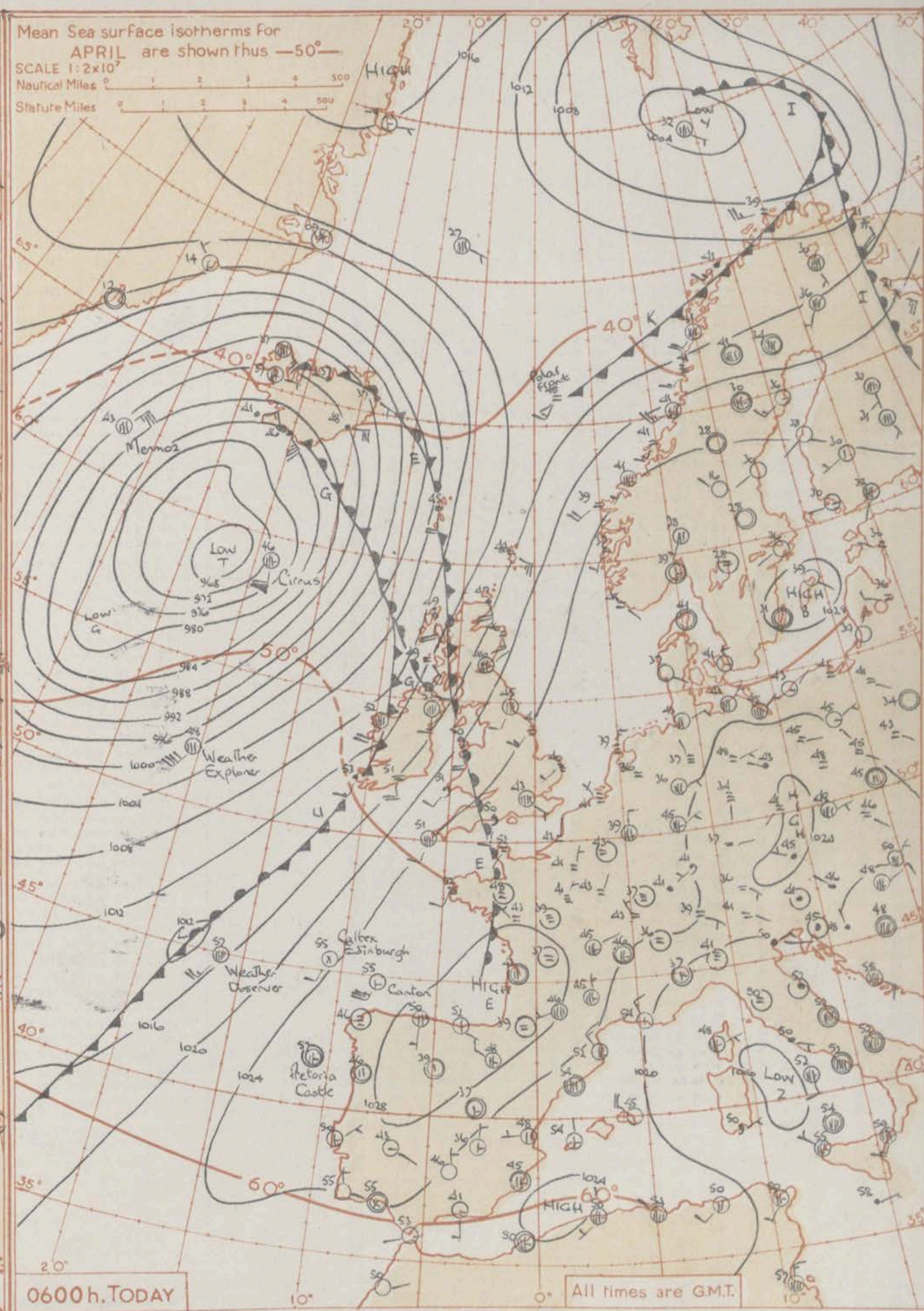
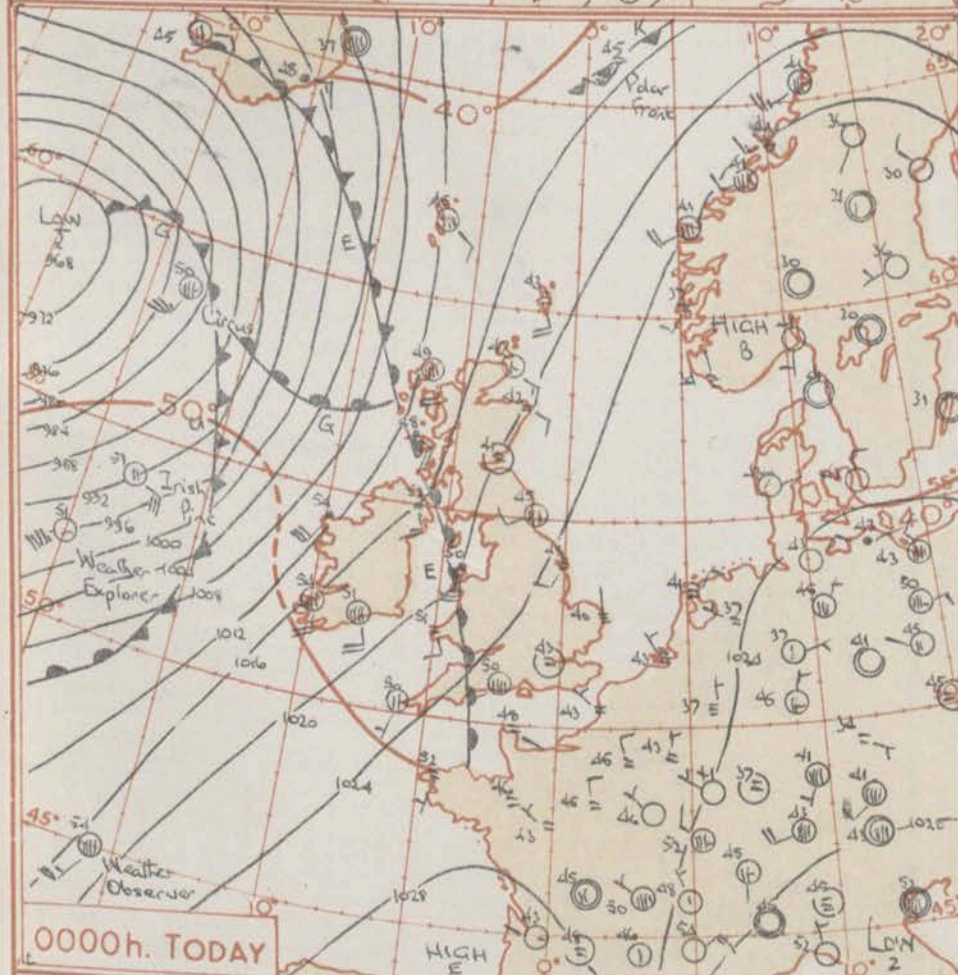
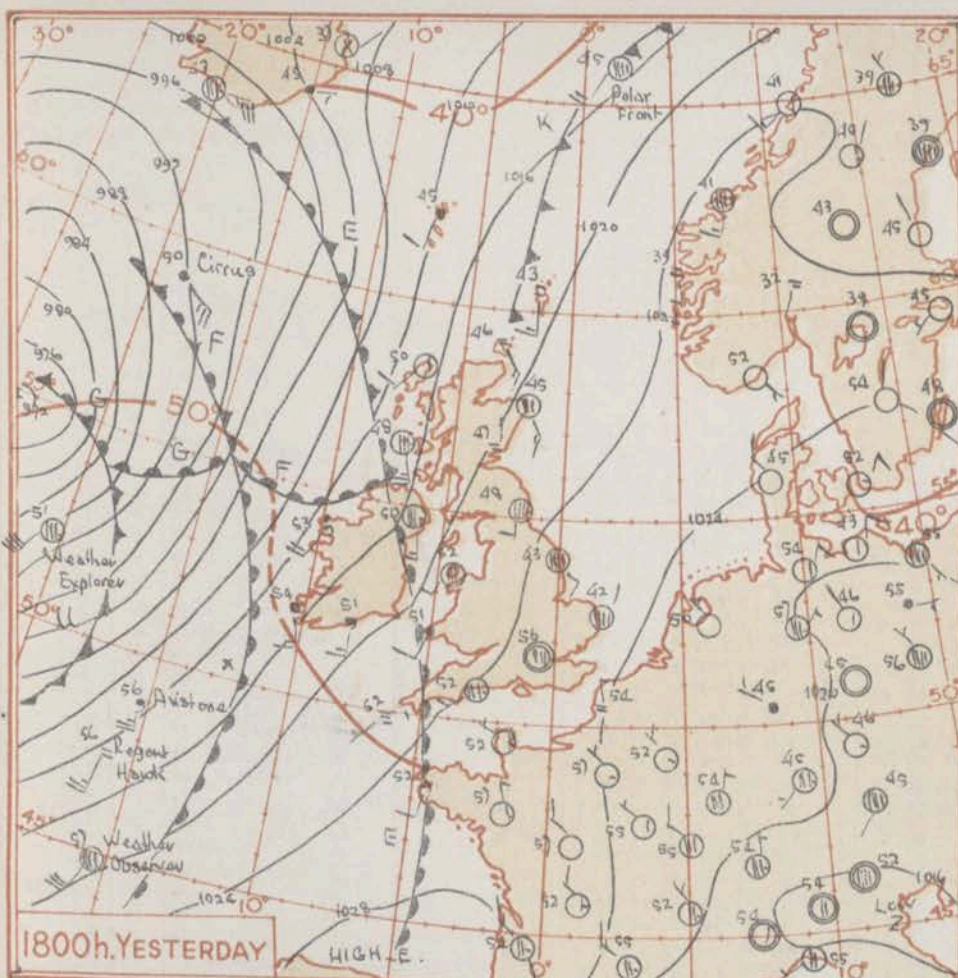
All times of observation printed in this publication are GREENWICH MEAN TIME.

* Information not usually received.

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

CHART OF WEATHER IN PART OF NORTHERN HEMISPHERE





GENERAL SYNOPSIS DEVELOPMENT

The Scandinavian anticyclone is drifting gradually southeast while another anticyclone has moved northeast across Spain towards southern France. A deepening depression has moved northeast over mid-Atlantic but is now expected to become slow moving near Iceland. The warm front associated with this depression is crossing the British Isles and will later move northeast over the North Sea. The cold front is expected to cross Scotland and Northern Ireland, but any progress over England and Wales will be slow.

Issued at mid-day today

Wednesday 3rd April 1957

FORECAST FOR BRITISH ISLES until noon tomorrow

Generally cloudy over England and Wales with moist and rather warm southwesterly winds, hill and coastal fog, and also drizzle in places. There will, however, probably be sunny intervals this afternoon inland, away from the south and west coasts. The cloudy rainy weather over Scotland and Northern Ireland will give way later tonight and tomorrow to brighter colder weather with scattered showers.

OUTLOOK FOR following days: - Further showers and bright periods in Scotland and Northern Ireland; still cloudy with fog and drizzle on coasts and high ground in England and Wales.

No.

SS

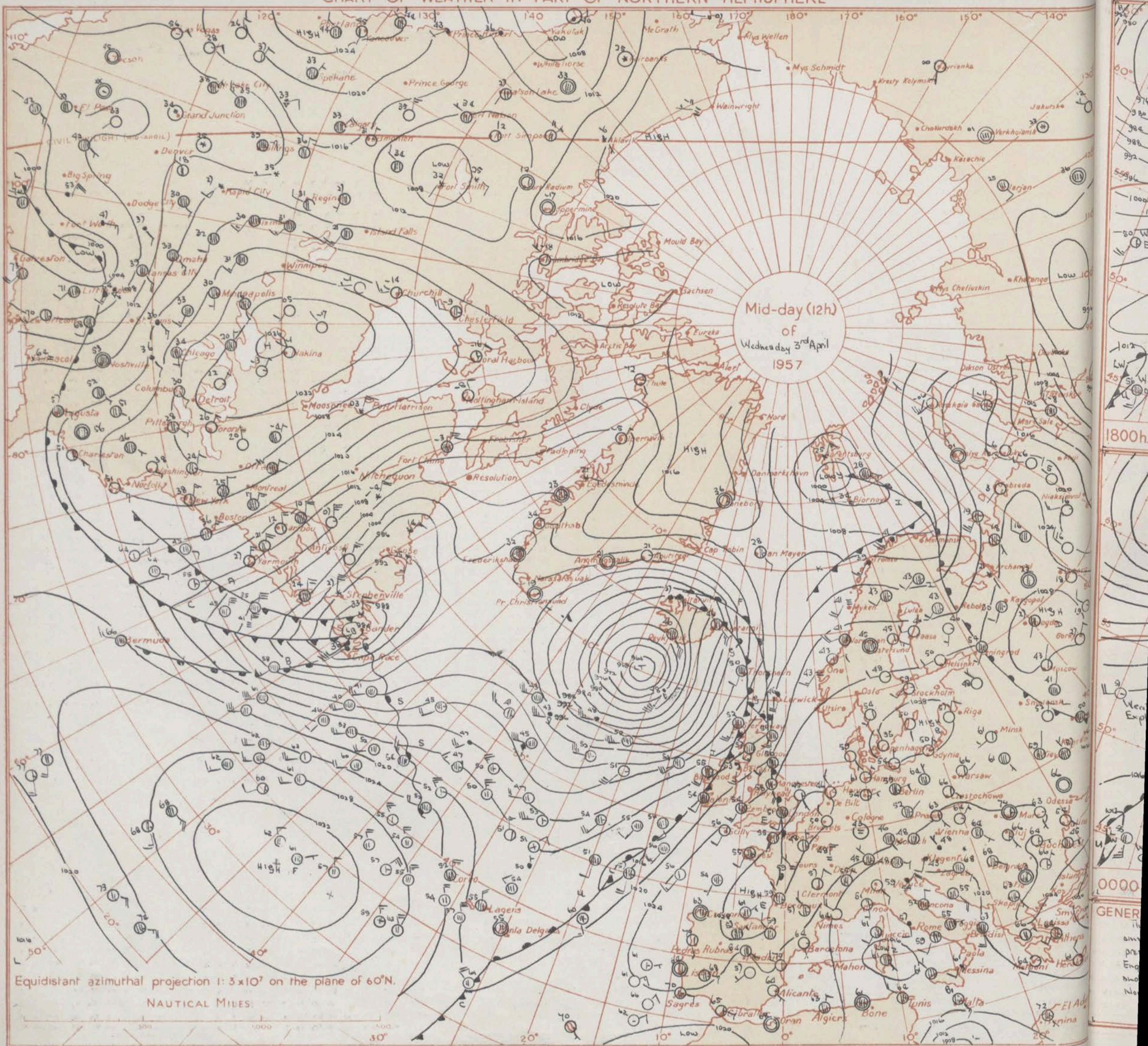
* Information not usually received.

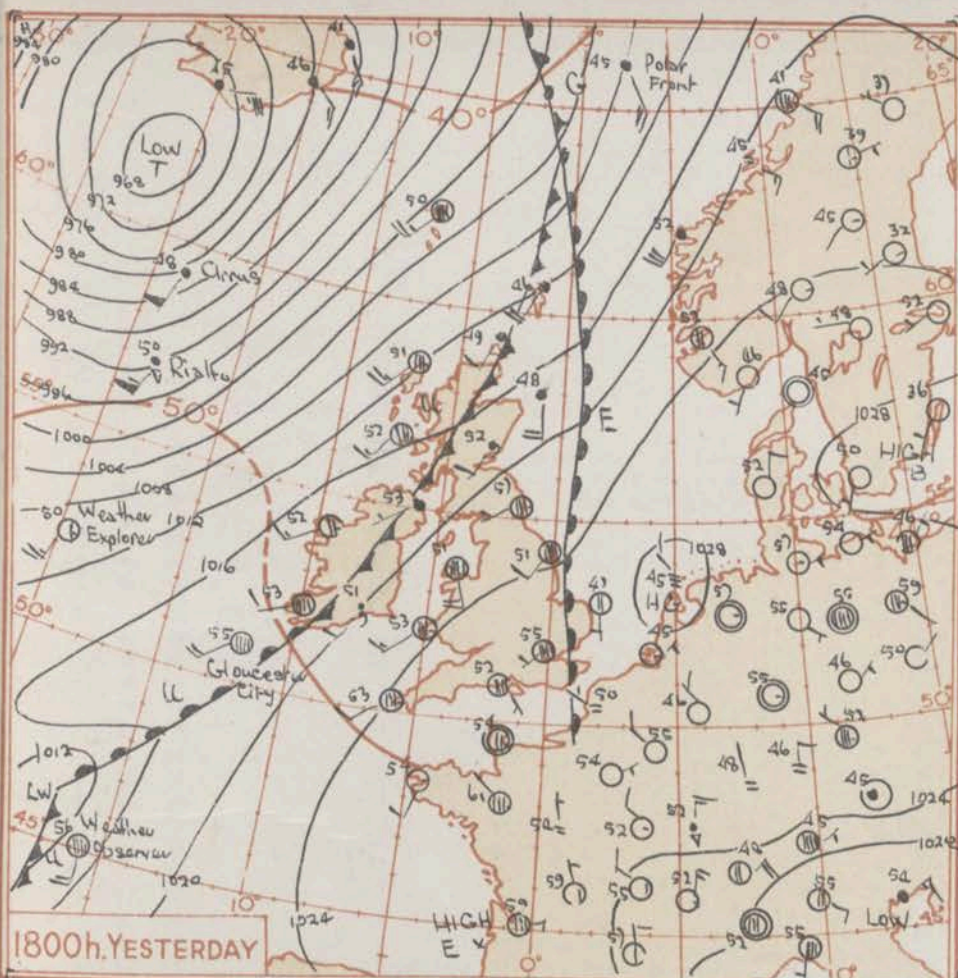
Date of Issue Thursday 4th April 1957

OBSERVATIONS during DAY

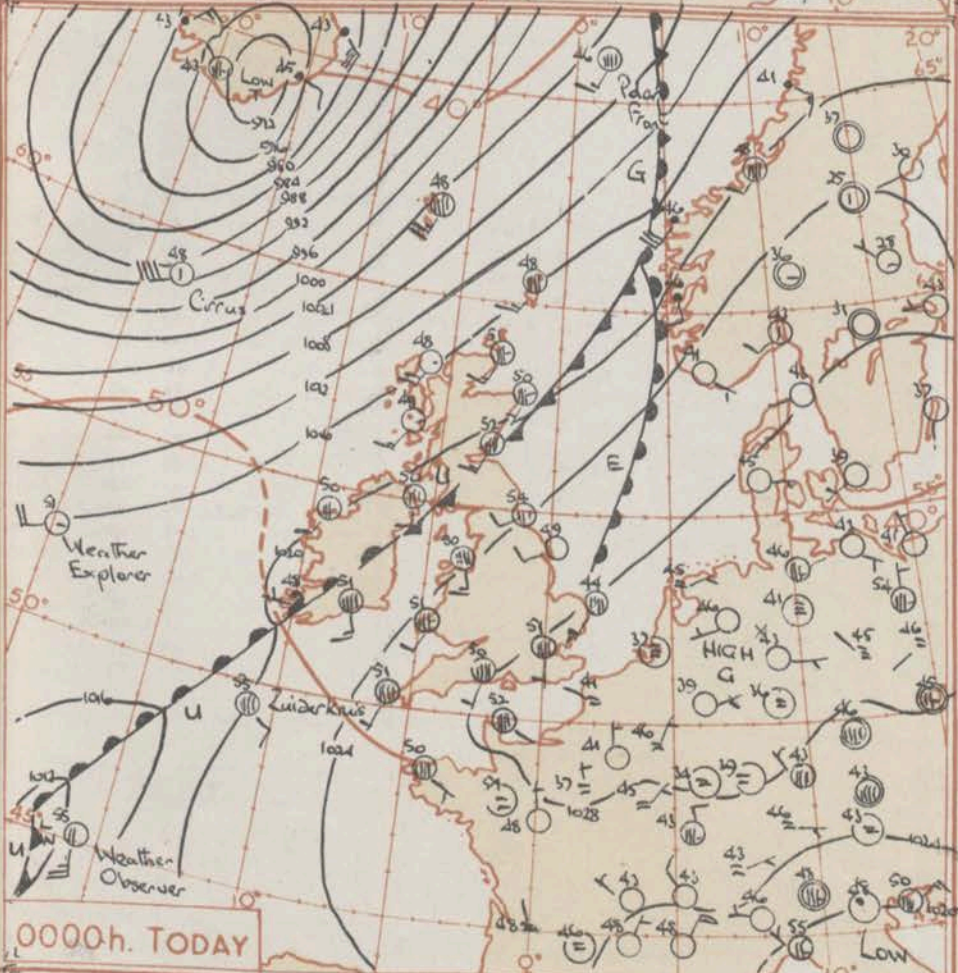
SIR GRAHAM SUTTON, C.B.E., D.Sc., F.R.S., Director, Meteorological Office, Air Ministry, Kingsway, London, W.C.2.

CHART OF WEATHER IN PART OF NORTHERN HEMISPHERE





1800h. YESTERDAY



0000h. TODAY

GENERAL SYNOPSIS DEVELOPMENT

The anticyclone which drifted southeast from Scandinavia has amalgamated with the anticyclone which has moved northeast over France to give a large high pressure area covering much of central Europe. This anticyclone will probably spread westward over England and Wales during the next 24 hours. The cold front which crossed most of Scotland and Northern Ireland yesterday has now become an almost stationary and weakening front over Northern Ireland and southern Scotland.

Issued at mid-day today

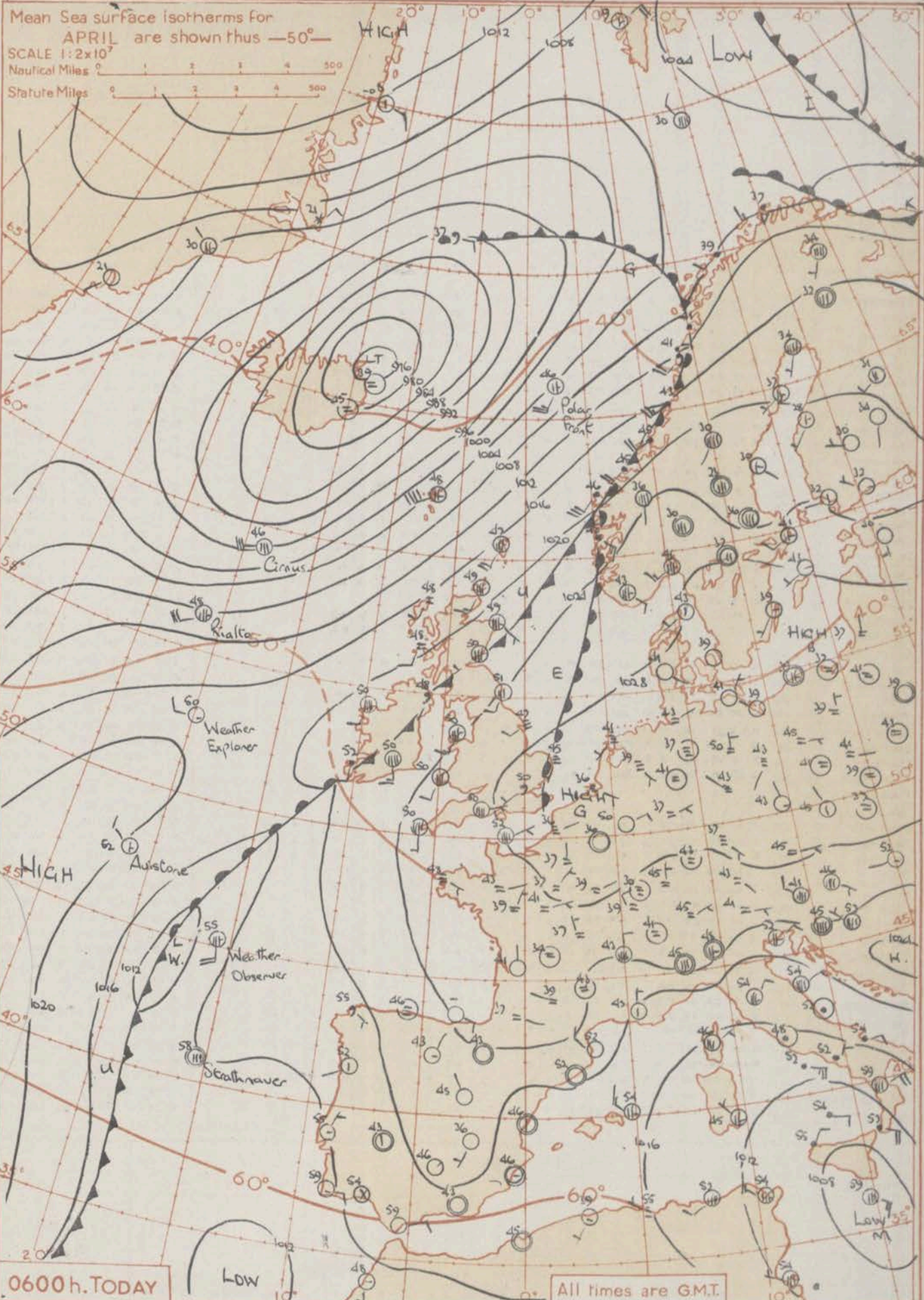
Thursday 4th April

1957

FORECAST FOR BRITISH ISLES until 0000 tomorrow
Fine warm weather expected over most of England and Wales with sunny periods by day, but fog patches at night and early morning. Mostly dry over Scotland and Northern Ireland with some bright periods. A little rain or drizzle likely at first in southern Scotland and Northern Ireland and perhaps rain in northwest Scotland tomorrow morning.

OUTLOOK FOR following 24 hours: Continuing fine with sunny periods by day over most of the British Isles but some fog patches at night. Rain may however occur in parts of west and north Scotland.

Mean Sea surface isotherms for APRIL are shown thus —50—
SCALE 1:2x10⁷
Nautical Miles 0 1 2 3 4 500
Statute Miles 0 1 2 3 4 500



0600h. TODAY

All times are GMT.

THE DAILY WEATHER REPORT OF THE METEOROLOGICAL OFFICE, LONDON

OBSERVATIONS at 00h. G.M.T. 4th April 1957																									OBSERVATIONS at 06h. G.M.T. 4th April 1957																									OBSERVATIONS during NIGHT										Code F.M.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
Code F.M.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				Dew Point Temp.	Bar		Cloud Layers				Weather	Temp.			Rain 21h to 09h, m.m.	Station																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
Station	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	Td		a	pp	Ns			C	hshs	Ns	C	hshs	21h. to 03h. (51)	03h. to 09h. (52)	(53)	(54)	(55)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
																																																						Direction	Speed	Present	Past	Present	Past	Direction	Speed	Present	Past	Direction	Speed	Present	Past	Direction	Speed	Present	Past	Direction	Speed	Present	Past	Direction	Speed	Present	Past	Direction	Speed	Present	Past	Direction	Speed	Present	Past	Min.	Max.	on grass																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
(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	18	05	32	20	5	28.4	51	8	6	4	-	-	49	2.04	8	7	12	-	-	-	-	-	-	8	20	04	19	02	2	28.5	50	8	5	5	-	-	49	2.02	8	6	20	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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	Change in 3 hours	Sea	Dew Point	Direction	Period	Height
LtLat	LtLong	N	dd	ff	VV	ww	W	PPP	TT	Nh	CL	h	CM	CH	Ds	Vs	a	DP	Ts	Td	Td	dwdw	Pw	Hv		
IRUS	590	188	2	24	41	60	01	8	912	48	2	8	4	0	0	5	1	2	46	02	46	73	4	0		
WEATHER EXPLORER	521	203	1	25	21	98	02	1	152	51	1	2	5	0	0	5	1	1	24	00	41	25	6	8		
WEATHER OBSERVER	450	163	4	17	27	98	01	2	128	55	3	5	6	0	1	0	0	8	03	50	52	18	3	7		
POLAR FRONT	660	020(E)	8	21	14	98	02	6	066	46	1	7	3	-	-	0	0	7	04	52	43	20	4	5		
HERMOTZ	619	325	7	36	38	75	02	8	940	41	8	5	5	-	-	8	2	2	32	52	34	86	4	0		
U.S. SHIP "C"	528	365	8	18	22	61	51	2	073	43	8	6	4	-	-	0	0	8	15	53	38	23	3	4		
U.S. SHIP "D"	490	410	7	12	18	65	02	8	144	57	8	0	9	3	-	0	0	7	25	01	52	21	4	9		
NEW YORK CITY	486	299	1	29	13	98	01	0	193	50	1	2	4	0	0	2	5	2	30	04	33	30	3	9		
SIRATHNAVER	428	096	1	09	02	98	02	0	202	58	0	0	9	0	8	5	6	8	10	00	34	09	2	2		
ZIMBABWE	494	111	8	10	11	77	03	2	194	55	8	5	4	-	-	2	6	3	16	53	54	24	4	3		

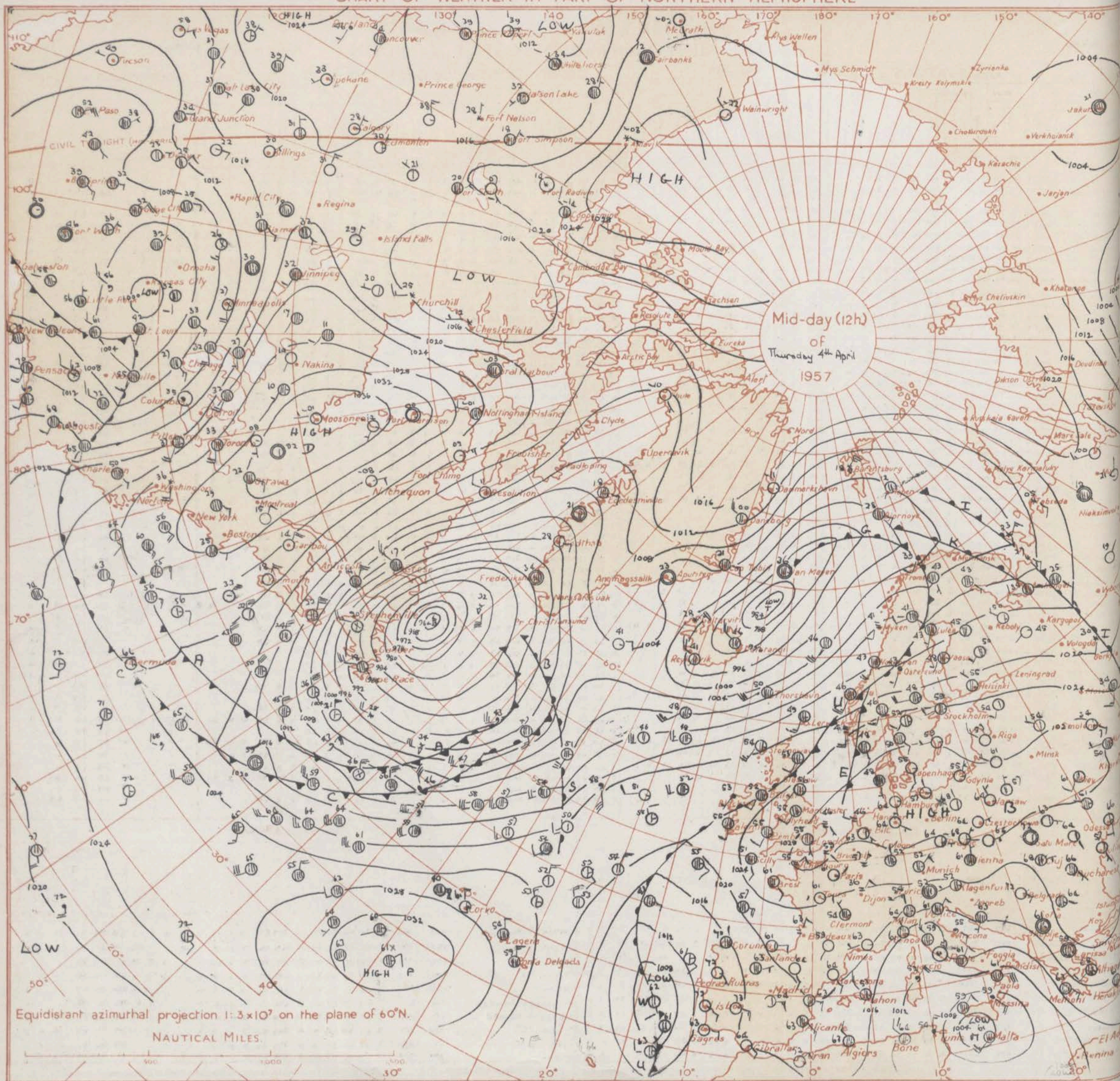
No. 34833

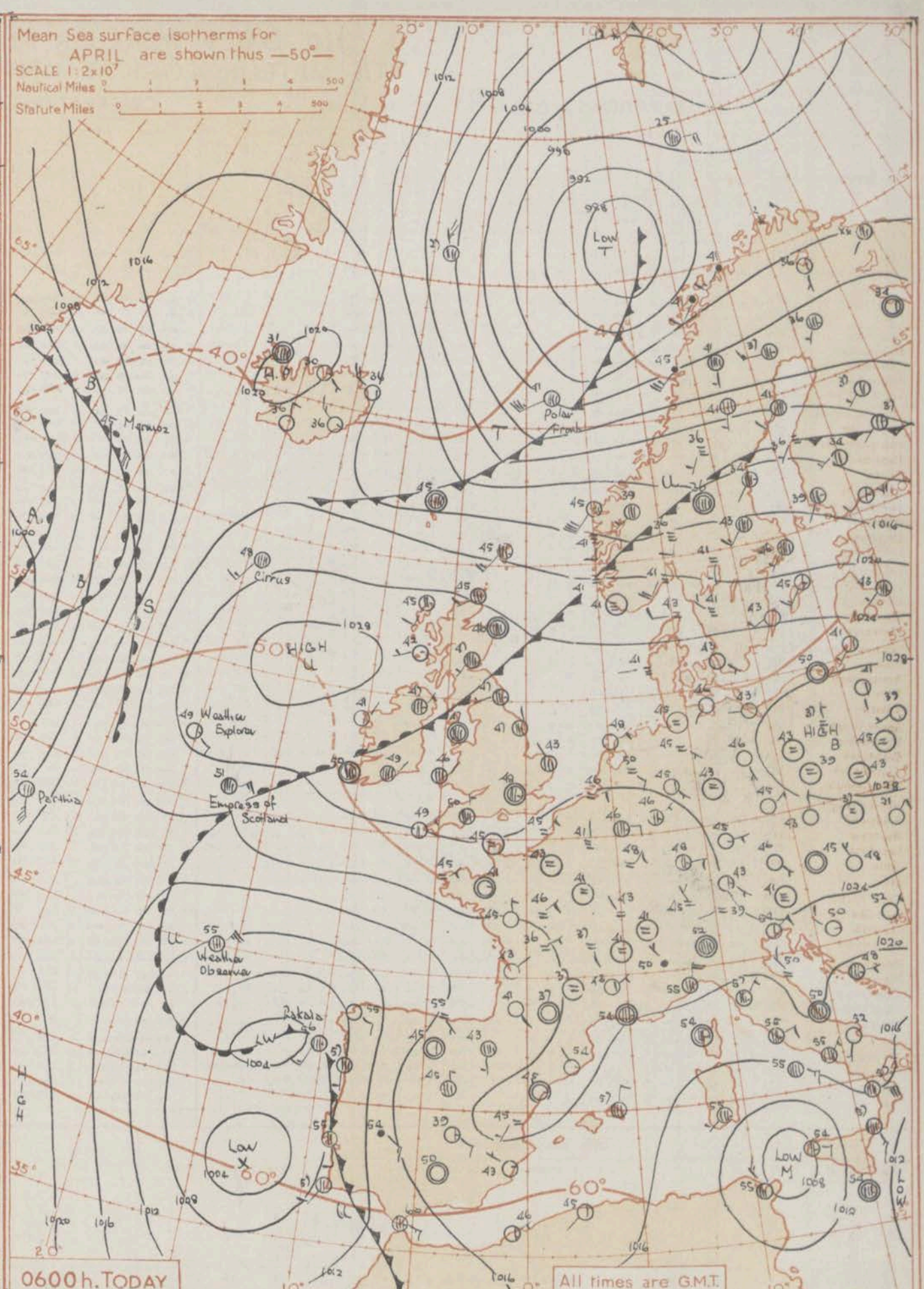
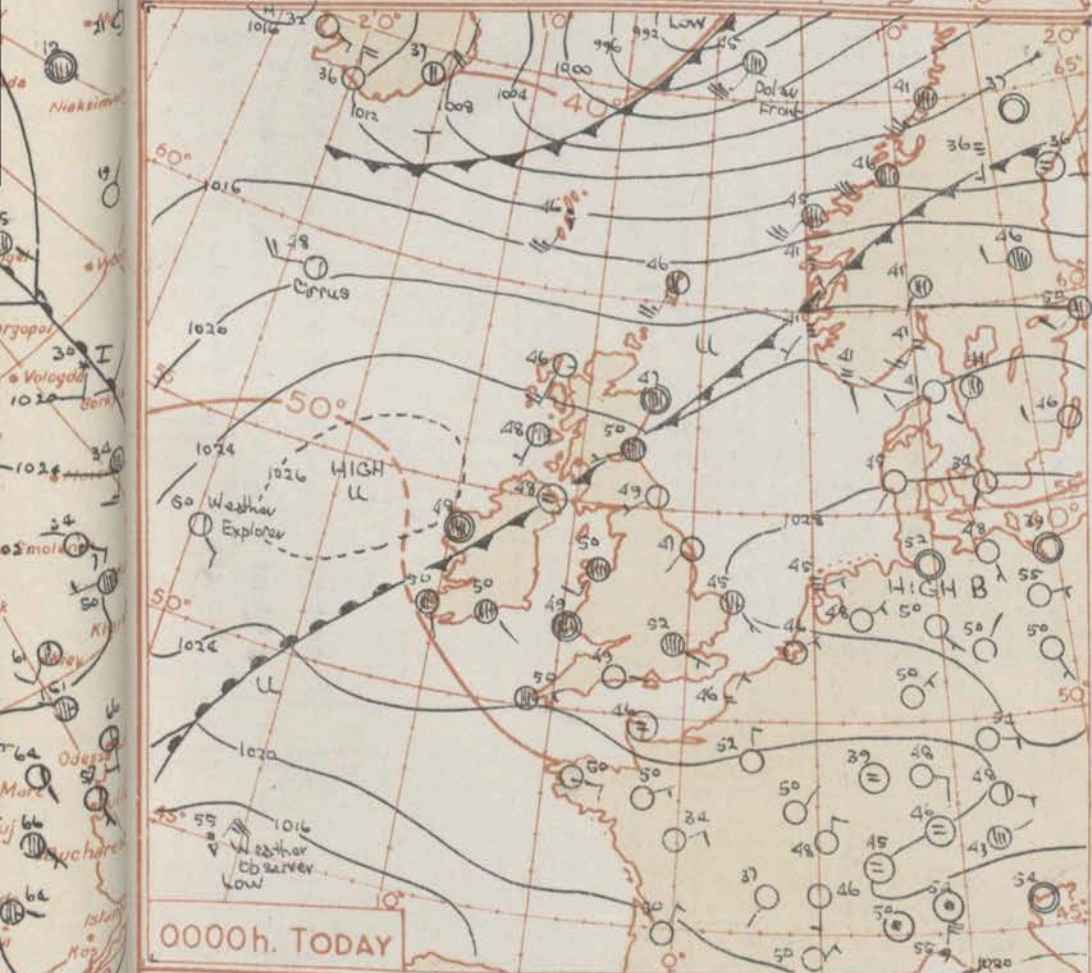
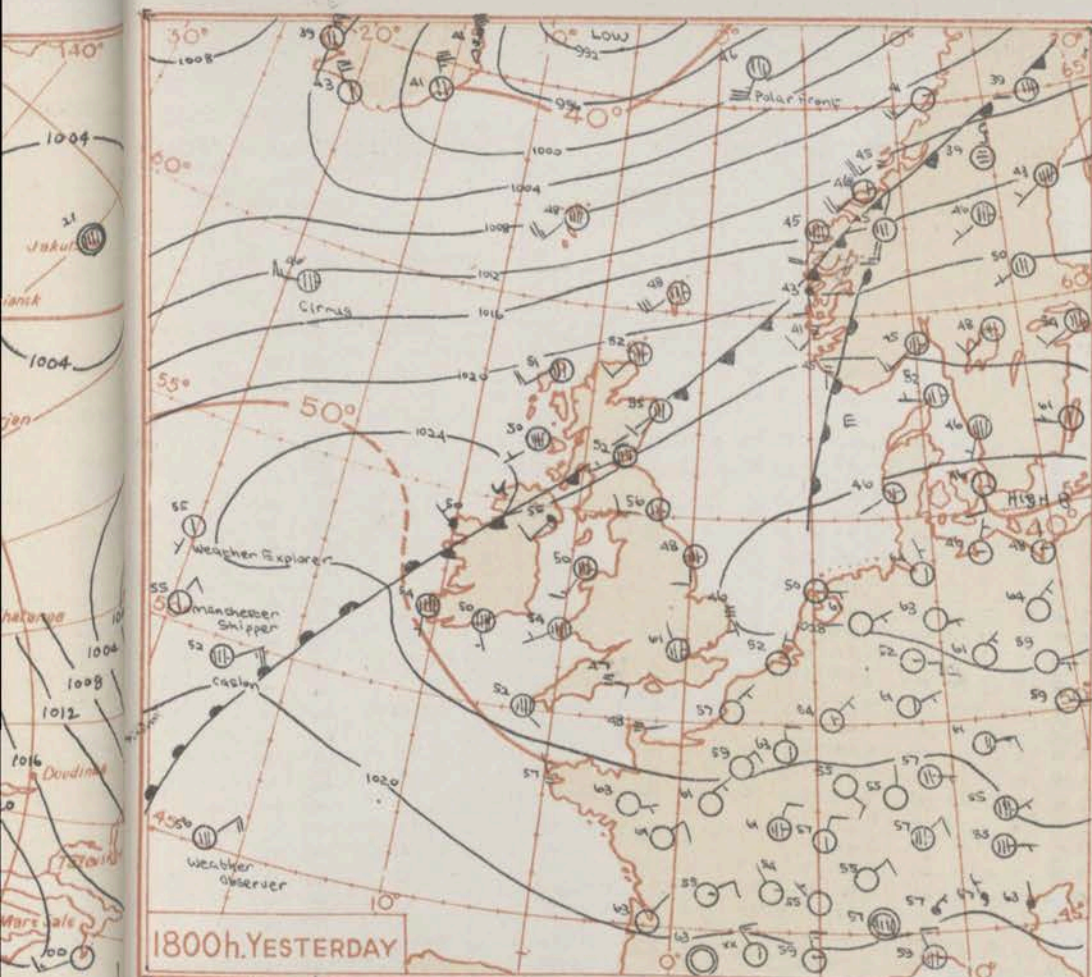
THE DAILY WEATHER REPORT OF THE METEOROLOGICAL OFFICE, LONDON

Date of Issue Friday 5th April 1957

During Night		OBSERVATIONS at 12h. G.M.T. 4th April 1957																									OBSERVATIONS at 18h. G.M.T. 4th April 1957																									OBSERVATIONS during DAY																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
		Code F.M.11.A		Station	Station Number	Total Cloud	Wind		Weather		Bar at M.S.L.	Dry Bulb Temp.	Cloud					Bar	Change in 3 hours	Cloud Layers					Dew Point Temp.	Character	Change in 3 hours	Cloud Layers					Weather	Max Temp. 09h. to 21h. F.	Sunshine	Rain 09h. to 21h. mm.	State of ground 21h.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
Min. °F. on grass	Rain 21h. to 09h. in in.	(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)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
(54)	(55)		Kew	775	7	19	08	70	02	5	29	58	7	8	5	-	48	8	01	4	8	25	7	6	30																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								

CHART OF WEATHER IN PART OF NORTHERN HEMISPHERE





GENERAL SYNOPTIC DEVELOPMENT

The anticyclone over Europe has declined and is receding eastward, while another over Greenland having intensified and moved south over Iceland is now expected to move south-east toward Scandinavia. A third anticyclonic centre has intensified off north-west Ireland and will probably move east to merge with the Iceland high. Pressure will remain low over Spain and the Mediterranean while the complex low pressure in the western Atlantic will make only very slow progress eastward.

Issued at Mid-day today Friday 5th April 1957

FORECAST FOR BRITISH ISLES until noon tomorrow

northern and eastern England where cloudy weather with a little rain will spread southward, weather will be mainly fine and warm today. Scattered showers in north Scotland will gradually die out. Tonight fog patches may develop in some areas with ground frost locally in Scotland and northern Ireland. Tomorrow fog will disperse during the morning to give a mainly fine and bright day but cloudy in some eastern coastal areas. There is however possibility of thundery development spreading from France into southern England.

OUTLOOK FOR a following 48 hours. Probably dry in most parts of the British Isles.

No. 348

Code F.M. 1Code F.M.2

* Information not usually received

THE DAILY WEATHER REPORT
OF THE METEOROLOGICAL OFFICE, LONDON

Date of Issue Saturday 6th April 1957

[illegible]

12h. Ships Reports

Temp.			Wind Direction	Ship	LAT.	LONG.	Total Cloud	Wind		Weather		Bar at M.S.L.	Dry Bulb Temp.	Cloud					Course		Bar		Temp.		Waves			
Sea	Dew Point	Direction						Direction	Speed	Visibility	Present			Past	Amount	Low	Height	Medium	High	Direction	Speed	Character	Change in 3 hours	Sea	Dew Point	Direction	Period	Height
Ts	Td	dwdw			Lat	Long	N	dd	ff	VV	ww	W	PPP	TT	Nh	CL	h	CM	CH	Ds	Vs	a	pp	TsTs	TdTd	dwdw	Pw	Hw
				IRRUS	588	192	7	21	10	65	01	4	254	50	6	5	6	1	2	0	0	2	15	01	46	26	4	4
				BATHER EXPLORER	523	205	8	10	21	96	50	1	232	49	6	7	4	1	-	0	0	7	10	52	47	06	2	3
01	45	26		STAR FRONT	660	020(E)	8	31	34	98	02	2	030	41	8	5	4	-	-	0	0	2	7	54	38	27	6	7
S1	40	26		BATHER OBSERVER	450	162	7	36	20	97	03	1	109	56	7	6	4	-	-	0	0	7	01	50	54	02	3	6
60	52	04		S. SHIP "C"	578	355	8	23	03	65	02	2	976	40	1	5	4	2	-	0	0	3	07	56	34	19	7	7
S2	37	24		S. SHIP "D"	440	410	7	29	37	63	02	8	058	46	5	2	4	4	0	0	0	4	00	60	38	77	5	1
01	43	10		AUSTRALIA STAR	479	121	7	07	26	97	10	2	176	55	0	0	9	0	8	1	5	2	05	01	55	07	2	5
67	29	19		ONEGAL	428	229	2	33	09	98	02	0	199	55	0	0	9	4	1	6	5	1	01	01	29	29	4	3
63	33	77		LAN CHISHOLM	471	085	6	06	13	97	01	2	173	56	0	0	9	0	7	4	5	7	16	02	50	06	3	2
S2	50	17		ERTOL	620	328	8	15	18	20	58	6	100	45	2	6	3	-	-	2	2	08	02	22	11	1	5	1

18h. Ships Reports

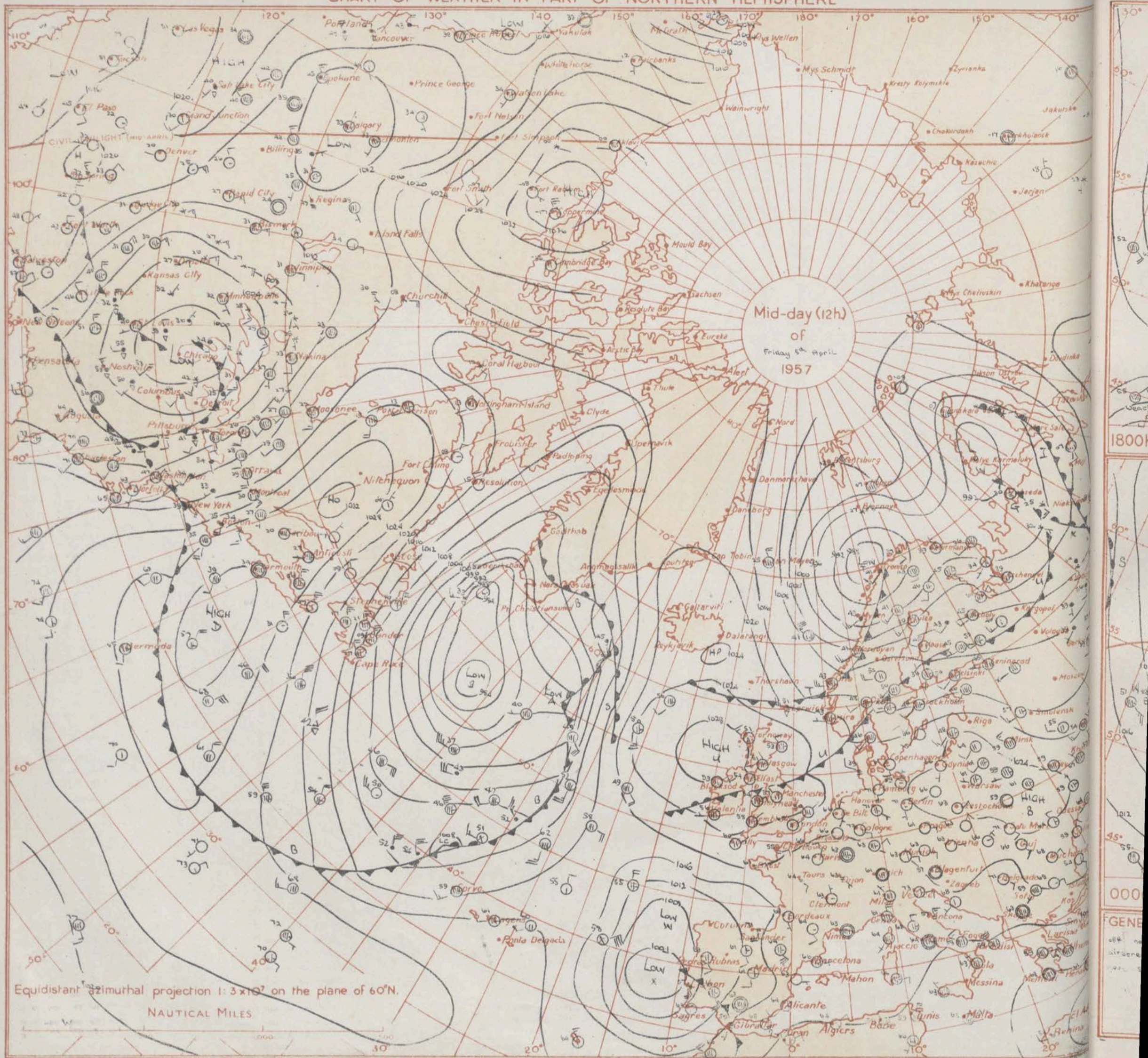
Ship	LAT.	LONG.	Wind			Weather		Bar at M.S.L.	Dry Bulb Temp.	Cloud					Course		Bar		Temp.		Waves			
			Total Cloud	Direction	Speed	Visibility	Present			Past	Amount	Low	Height	Medium	High	Direction	Speed	Character	Change in 3 hours	Sea	Dew Point	Direction	Period	Height
	Lalala	LoLoLo	N	dd	H	VV	ww	W	PPP	TT	Nh	CL	h	CM	CH	Ds	Vs	a	pp	TsTs	TdTd	dwdw	Pw	Hw
WEATHER EXPLORER	523	207	8	11	22	97	02	5	185	52	8	6	6	-	-	0	0	6	13	01	48	18	3	4
CIRUS	588	191	8	17	08	70	01	2	259	50	5	0	3	4	1	0	0	6	04	01	46	24	2	4
POLAR FRONT	660	020(E)	8	32	34	38	02	2	107	39	8	8	4	-	-	0	0	2	41	55	36	29	7	8
WEATHER OBSERVER	450	163	8	04	20	96	02	2	088	55	8	6	4	-	-	0	0	5	05	50	34	02	2	8
HERMOS	620	330	8	14	24	50	02	5	100	46	8	6	2	-	-	3	2	3	04	04	46	15	4	9
U.S. SHIP "B"	505	510	8	21	06	03	86	7	309	36	8	2	4	-	-	0	0	2	29	51	34	49	-	8
U.S. SHIP "C"	528	355	3	10	19	72	01	1	370	43	2	8	4	3	0	0	0	8	02	53	36	23	6	6
U.S. SHIP "D"	440	410	6	25	35	66	26	8	048	46	5	2	4	0	2	0	0	6	05	60	37	77	5	2
CAIR/NDHU	556	288	6	12	38	59	01	1	158	50	0	0	6	7	0	1	8	2	12	02	46	12	3	7
BPAPA	402	004	6	04	18	97	80	8	021	59	6	2	6	0	2	8	6	2	01	51	55	04	2	7

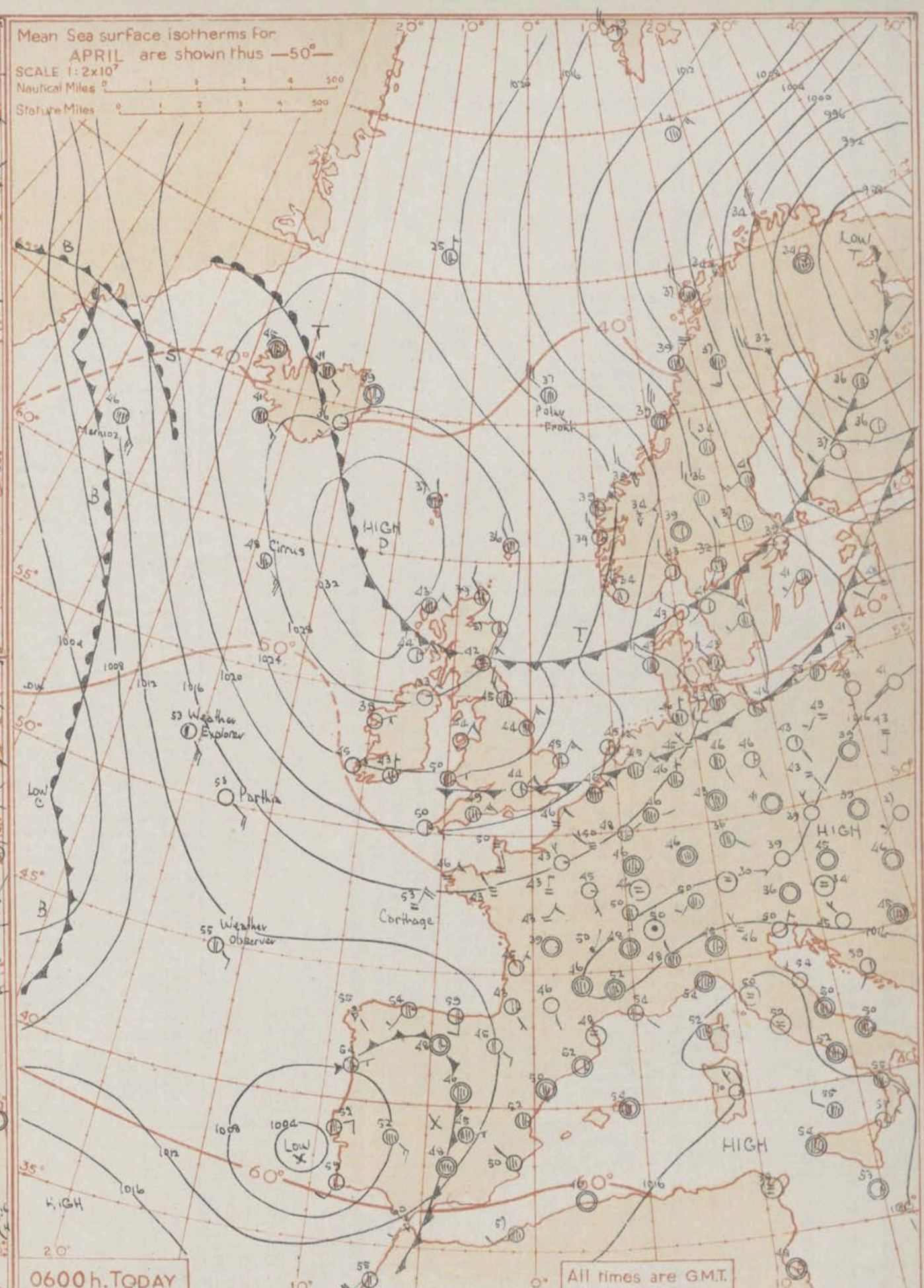
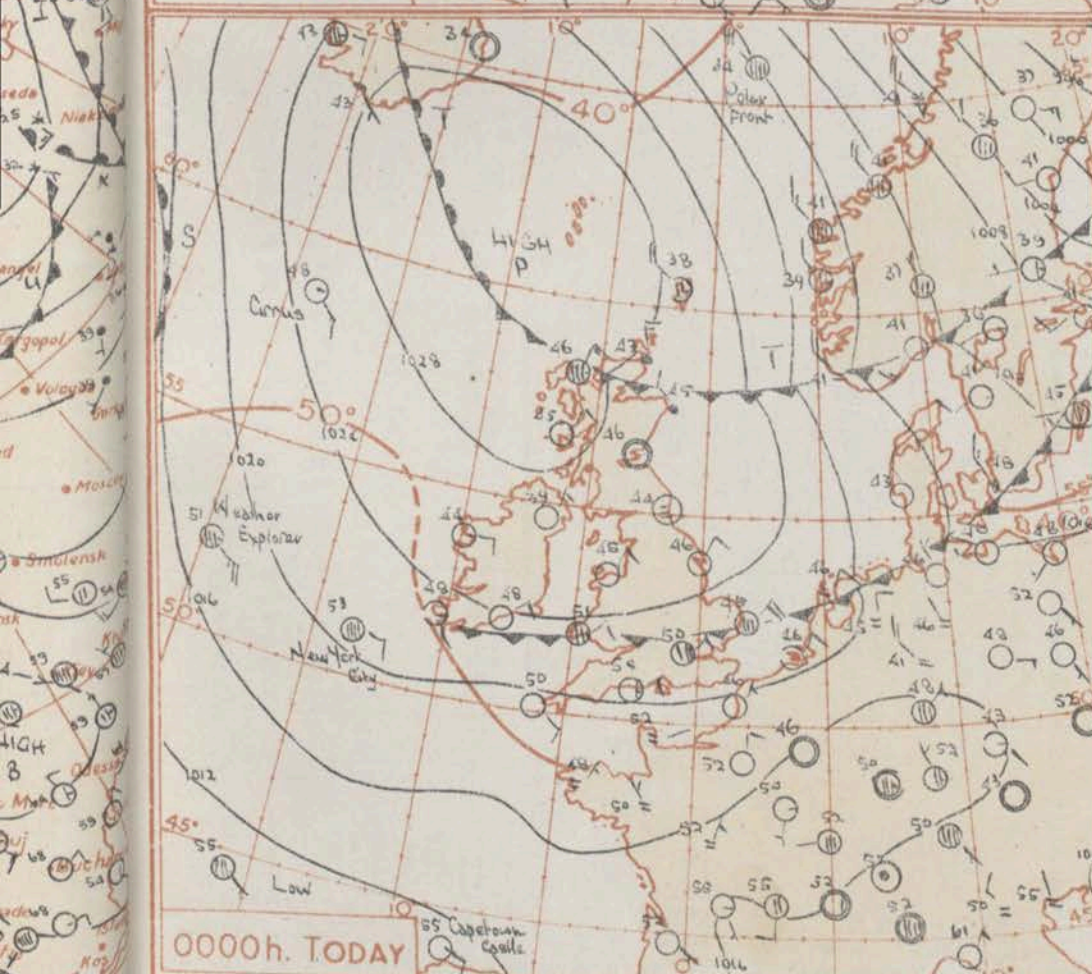
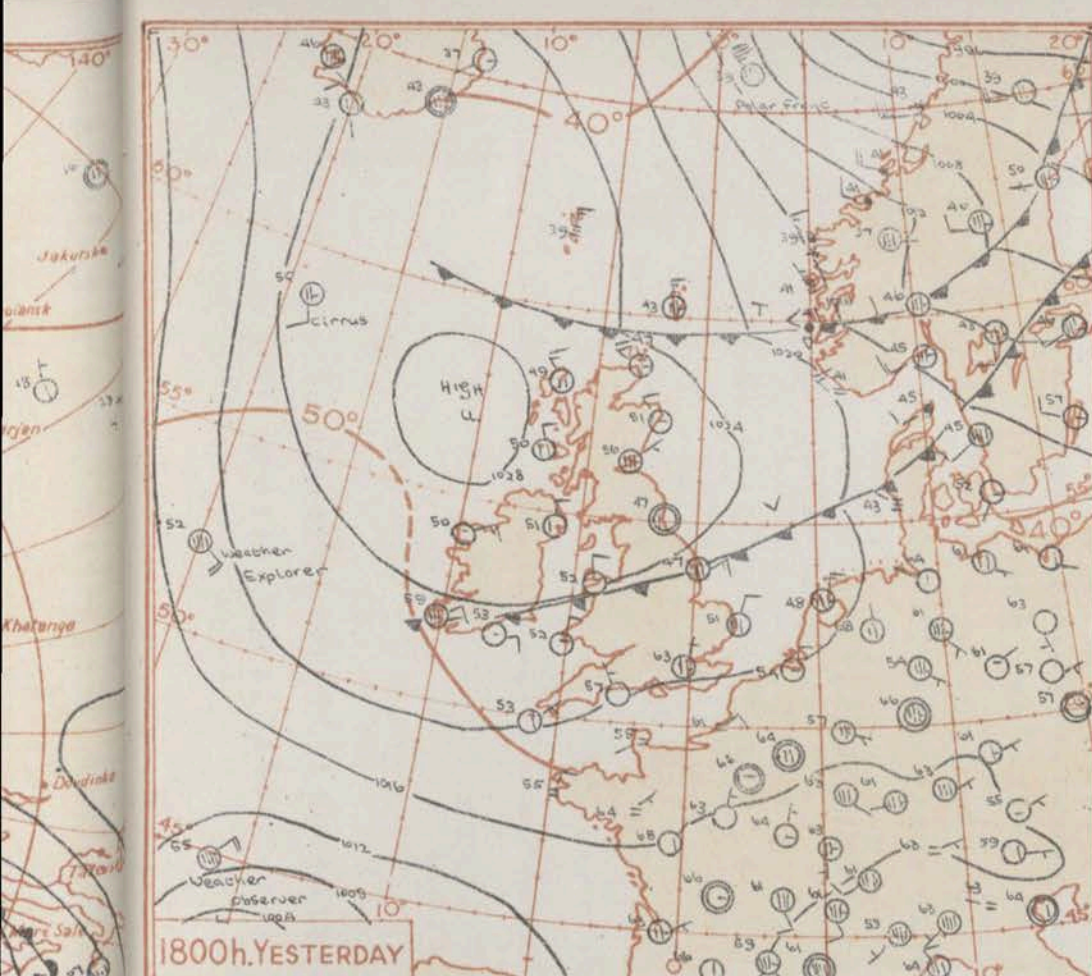
All times of observation printed in this publication are GREENWICH MEAN TIME.

* Information not usually received.

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

CHART OF WEATHER IN PART OF NORTHERN HEMISPHERE





GENERAL SYNOPSIS DEVELOPMENT

The anticyclonic centre off north Scotland will move slowly southeasterly and a northerly airstream will be maintained over most of the British Isles. A depression off north Scandinavia will move southeasterly and pressure will remain relatively low from the Azores to the Mediterranean.

Issued at Mid day today Saturday 6th April 1957

FORECAST FOR BRITISH ISLES until noon tomorrow

will become gradually colder in most areas, and ground frost will occur widely tonight, except in eastern England, with slight air frost in places. Western districts will remain dry and mainly sunny. In eastern areas of Britain scattered showers will occur with bright intervals.

OUTLOOK FOR

the next 48hrs. Showers may continue in the southeast but otherwise weather will be generally dry, with some night frosts. Rather cold in eastern areas. Temperatures near normal in western areas.

THE DAILY WEATHER REPORT
OF THE METEOROLOGICAL OFFICE, LONDON

[illegible]

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																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
Ship	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	H	VV	ww	W	PPP	TT	Nh	CL	h	CM	CH	Ds	Vs	a	pp	TsTs	TdTd	dwdw	Pw	Hw																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							

* Information not usually received

Date of Issue.....September 1957

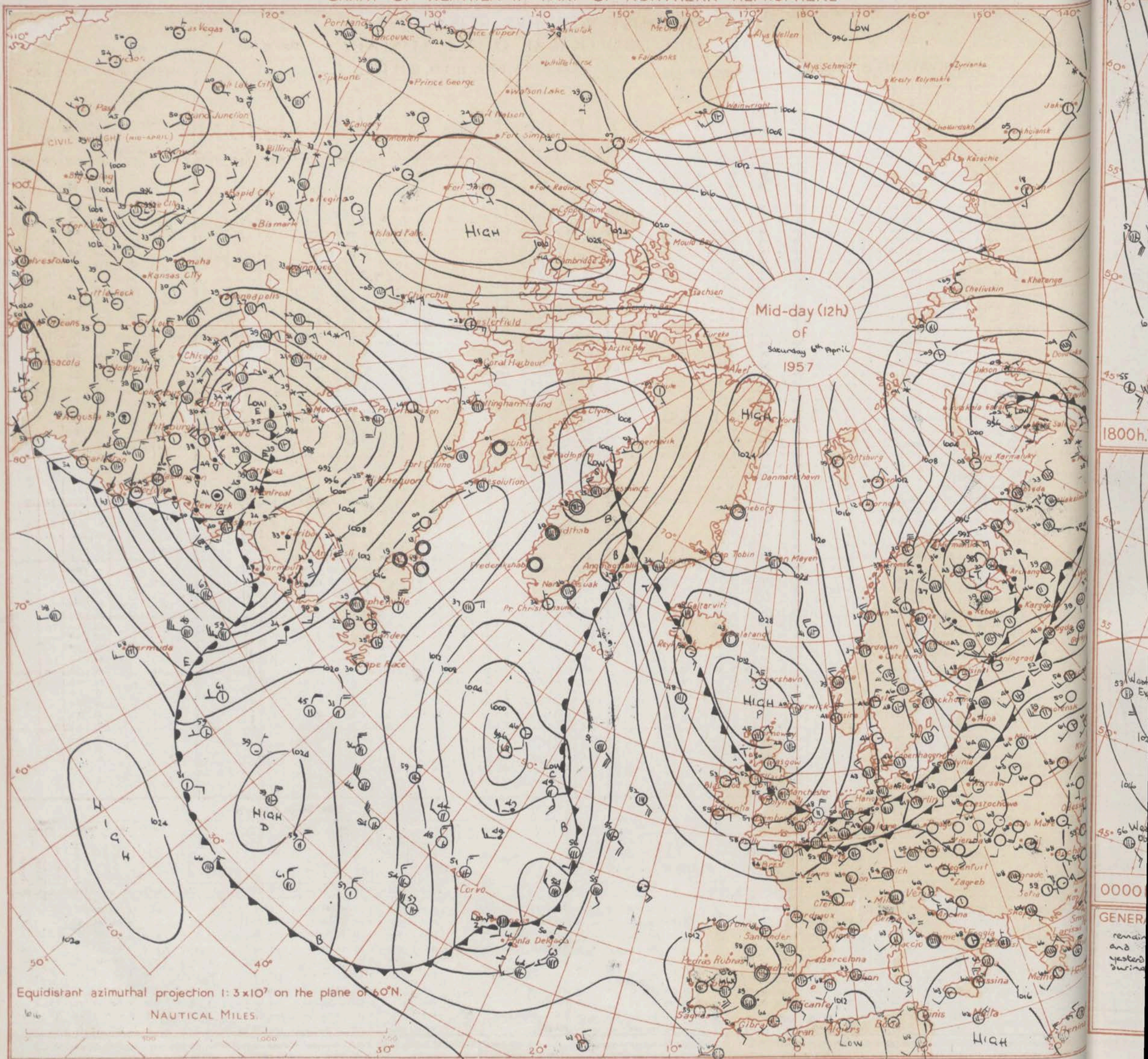
Date of Issue.....September 1957

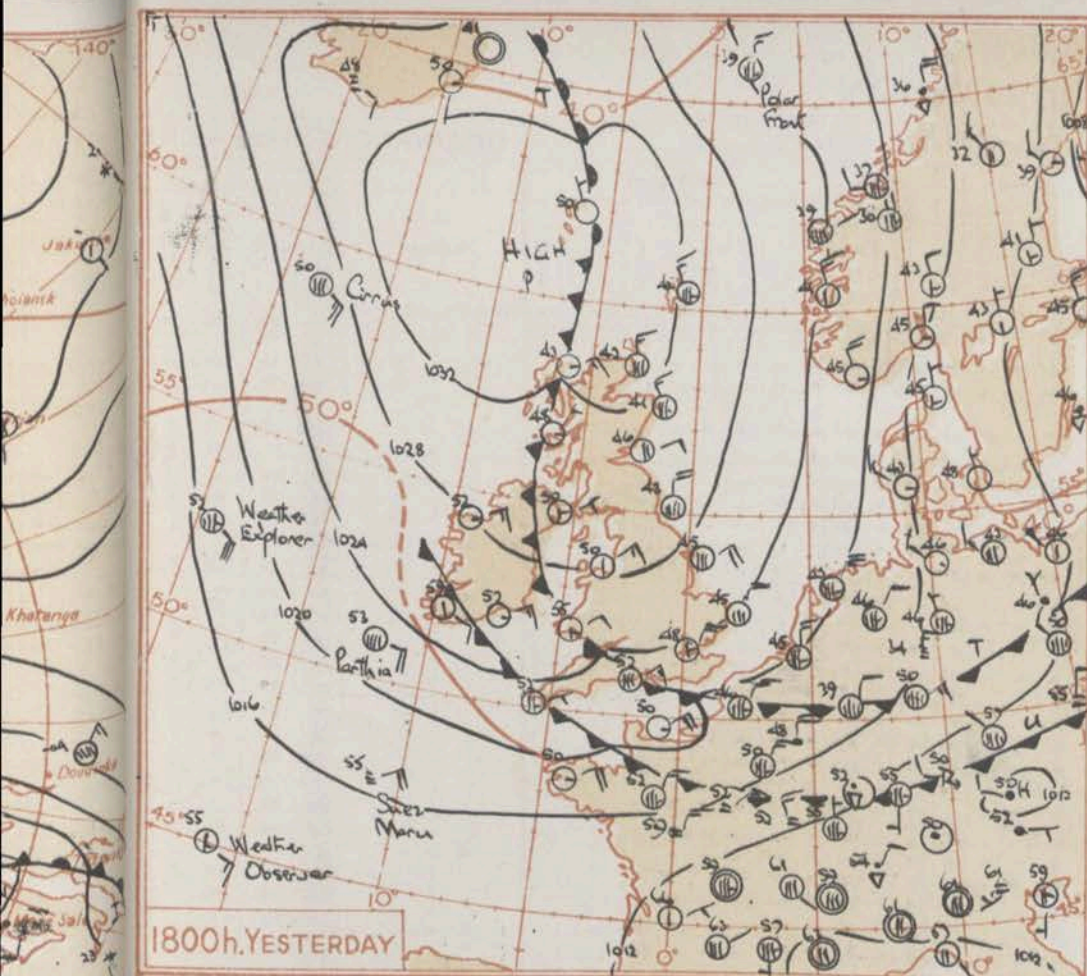
Time of day	Wind	Weather	Bar	Cloud	Temp.	Cloud Layers	Wind	Weather	Bar	Cloud	Temp.	Cloud Layers	Weather	Max. Temp. 09h. to 21h.	Sunshine	Rain 09h. to 21h.	State of ground 21h.	OBSERVATIONS during DAY																																																																																																																																																																																																																																																																																										
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	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form

		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																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
	Temp.	Wind	Ship	LAT.	LONG.	Total Cloud	Direction	Speed	Visibility	Presents	Past	Bar at M.S.L.	Dry Bulb Temp.	Amount	Low	Height	Medium	High	Direction	Speed	Character c	Change in 3 hours	Sea	Dew Point	Direction	Period	Height																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
	Dew Point	Direction		Lalala	LoLoLo	N	dd	ff	VV	ww	W	PPP	TT	Nh	CL	h	CM	CH	Ds	Vs	a	pp	TsTs	TdTd	dwdw	Pw	Hw	Lalala	LoLoLo	N	dd	ff	VV	ww	W	PPP	TT	Nh	CL	h	CM	CH	Ds	Vs	a	pp	TsTs	TdTd	dwdw	Pw	Hw																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
			WEATHER EXPLORER	523	205	8	13	28	97	03	-	72	52	8	5	4	-	-	0	0	3	15	01	49	13	4	6	WEATHER EXPLORER	524	202	7	12	28	97	02	2	173	52	7	5	4	-	-	1	1	2	10	00	50	12	5	6																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
			CIRRUS	590	189	8	14	24	70	03	-	277	48	8	5	-	-	-	3	1	3	06	00	39	14	4	5	CIRRUS	589	188	6	14	23	70	01	2	280	50	6	8	5	0	0	3	1	4	00	01	43	14	4	5																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
			WEATHER OBSERVER	430	164	1	12	18	98	01	-	140	56	1	1	5	0	4	3	1	2	0	00	52	10	3	3	POLAR FRONT	660	020	7	36	14	99	15	8	232	29	6	8	4	6	-	6	0	2	16	05	31	32	5	5																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
			POLAR FRONT	660	020 (5)	7	32	18	98	15	8	205	41	2	0	4	8	0	0	0	2	02	54	36	32	5	6	WEATHER OBSERVER	451	445	3	16	17	78	01	2	138	55	0	0	9	0	1	0	0	7	04	51	52	10	3	4																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
			U.S. SHIP "D"	440	410	8	32	26	95	79	7	116	42	8	5	2	1	-	0	0	1	4	44	20	30	4	9	PIERRE MOZ	620	330	8	13	30	56	02	5	158	48	7	6	3	-	-	3	1	4	00	04	45	18	5	6																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
			UNITED STATES	457	116	8	09	15	96	03	2	180	82	5	4	4	6	0	2	3	3	12	52	49	07	4	5	SUEZ MARU	474	112	8	07	20	94	44	1	153	58	8	4	5	0	0	1	6	2	05	02	55	-	-	-																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
			AMERICAN PRODUCER	402	317	7	23	12	97	00	8	051	47	6	3	4	9	8	2	5	2	15	59	41	25	4	8	U.S. SHIP "C"	528	355	6	11	08	62	02	2	040	44	0	0	9	0	8	0	0	2	02	53	35	-	-	-	-																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
			SALINAS	412	232	8	27	04	97	80	8	080	55	7	7	5	2	-	3	4	7	10	53	55	27	3	3	U.S. SHIP "D"	440	410	7	32	26	95	80	1	109	42	8	2	4	0	0	0	0	4	00	14	34	79	5	1																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
			U.S. SHIP "C"	528	355	3	16	11	72	03	0	025	46	1	2	5	0	6	0	0	2	12	51	30	22	4	7	BARDON MACCAY	407	256	8	30	16	93	03	2	062	54	4	8	5	7	0	1	3	9	20	32	46	30	0	4																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
			NEPTUNE	623	337	8	13	27	60	60	2	198	45	8	6	2	-	-	3	2	2	14	03	48	19	5	7	PARTHIA	510	125	8	09	18	96	02	2	223	53	8	8	4	5	-	2	6	2	20	52	51	09	3	3																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
			All times of observations are in local time.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													

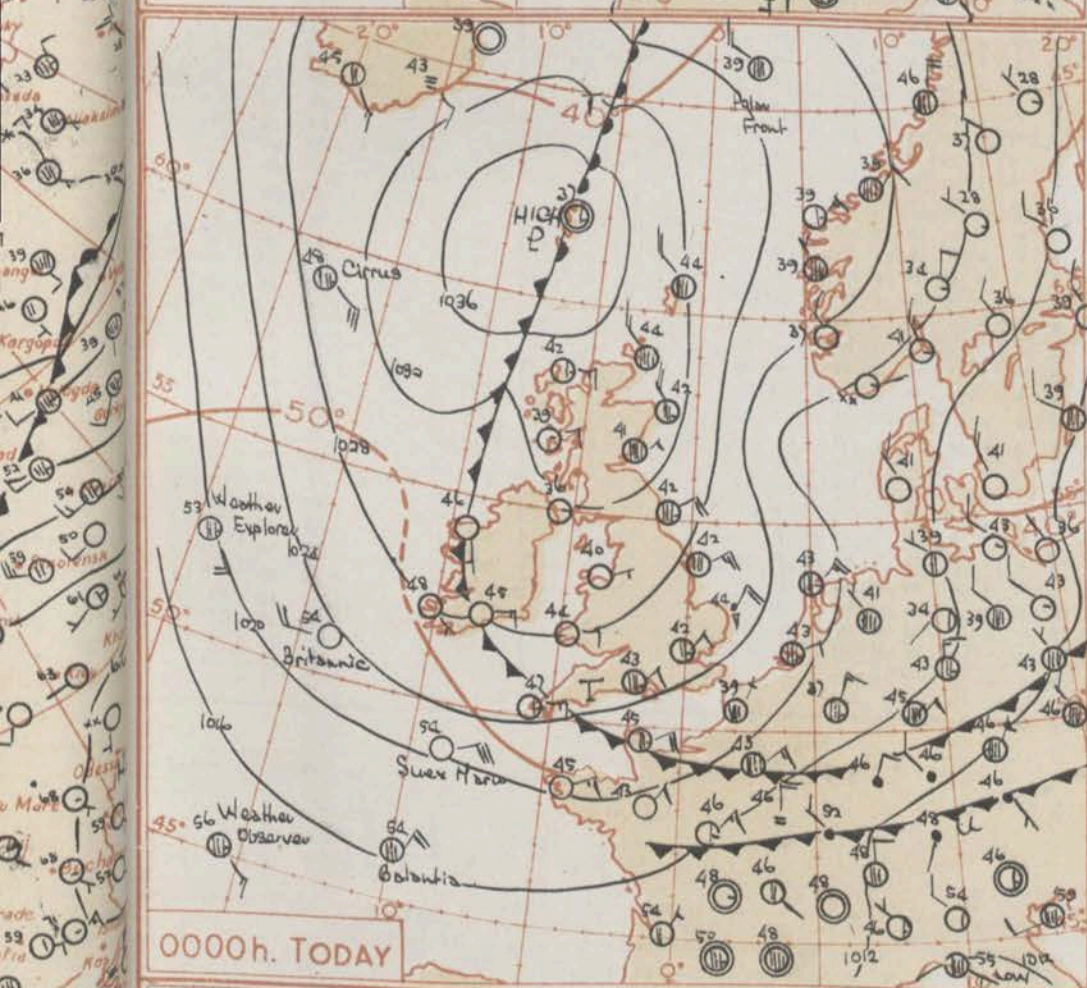
SIR GRAHAM SUTTON, C.B.E., D.Sc., F.R.S., Director, Meteorological Office, Air Ministry, Kingsway, London, W.C.2.

CHART OF WEATHER IN PART OF NORTHERN HEMISPHERE





1800h. YESTERDAY



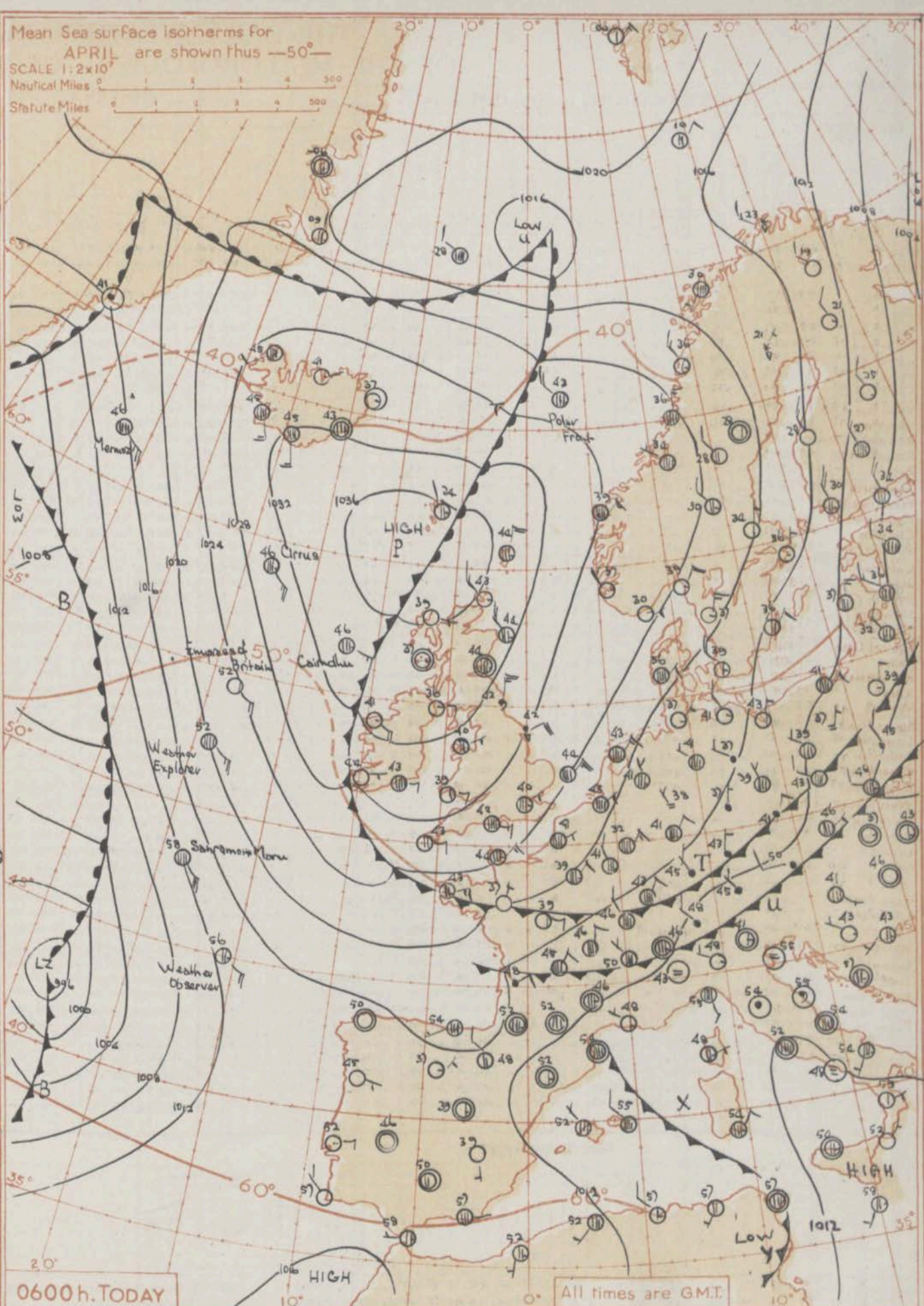
0000h. TODAY

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

SCALE 1:2x10⁴

Nautical Miles 0 1 2 3 4 500

Statute Miles 0 1 2 3 4 500



0600h. TODAY

All times are GMT.

GENERAL SYNOPTIC DEVELOPMENT

An anticyclone has remained almost stationary to the northwest of Scotland and intensified slowly. Colder air spread to all parts of the British Isles yesterday behind a weak cold front. Little change is expected in the situation during the next 24 hours.

Issued at midday today Sunday 1st April 1957

FORECAST FOR BRITISH ISLES until noon tomorrow In eastern and central districts of England it will be mainly cloudy and rather cold with scattered light showers. In all other parts it will be dry with some sunny intervals and near normal temperatures. Slight frost will occur locally in some northern districts tonight.

OUTLOOK FOR the next 24 hours: Probably dry in the west. Scattered showers in some eastern areas. Temperatures near normal.

THE DAILY WEATHER REPORT OF THE METEOROLOGICAL OFFICE, LONDON

OBSERVATIONS at 00h. G.M.T.																									OBSERVATIONS at 06h. G.M.T.																									OBSERVATIONS during NIGHT					Code F.M.11.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
Code FM 11.A		Station Number	Wind		Weather		Bar at M.S.L.	Dry Bulb Temp.	Cloud				Bar.	Cloud Layers	Wind	Weather		Bar at M.S.L.	Dry Bulb Temp.	Cloud				Bar.	Cloud Layers	Temp. 21h to 09h.	Temp. 21h to 09h.	Temp. 21h to 09h.	Temp. 21h to 09h.	Station																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
Station	Direction		Speed	Present	Past	Amount			Low	Height	Medium	High				Change in 3 hours	Amount			Form	Height	Amount	Form								Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Min. °F	Min. °F on grass	Min. °F on grass	Min. °F on grass																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
	N	(1)	dd	(2)	ff	(3)	VV	(4)	ww	(5)	W	(6)	PPP	(7)	TT	(8)	Nh	(9)	CL	(10)	h	(11)	CM	(12)	CH	(13)	Td	(14)	a	(15)	pp	(16)	Ns	(17)	C	(18)	hshs	(19)	Ns	(20)	C	(21)	hshs	(22)	Ns	(23)	C	(24)	hshs	(25)	N	(26)	dd	(27)	ff	(28)	VV	(29)	ww	(30)	W	(31)	PPP	(32)	TT	(33)	Nh	(34)	CL	(35)	h	(36)	CM	(37)	CH	(38)	Td	(39)	a	(40)	pp	(41)	Ns	(42)	C	(43)	hshs	(44)	Ns	(45)	C	(46)	hshs	(47)	Ns	(48)	C	(49)	hshs	(50)	21h to 03h (51)	03h to 09h (52)	(53)	(54)	(55)	(56)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
Kew	775	5	01	12	60	03	0	257	42	5	5	6	0	0	38	1	03	5	6	30																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					

THE DAILY WEATHER REPORT
OF THE METEOROLOGICAL OFFICE, LONDON

Date of Issue Monday 8th April 1957

[illegible]

12h. 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					
Temp.	Wave																											
Dew Point	Direction																											
Td	Td	dwdw	Pv			N	dd	H	VV	ww	W	PPP	TT	Nn	CL	N	CM	CH	Dc	Vs	a	pp	TsTs	TdTd	dwdw	Pw	Hw	
52	10			WEATHER EXPLORER	825	125	7	12	15	97	02	2	23.1	51	7	6	5	-	-	0	0	3	13	01	44	14	3	7
48	11			CIRRUS	891	190	4	15	24	70	01	0	31.9	48	0	0	9	0	-	5	1	12	01	45	14	4	5	
41	10			POLAR FRONT	600	020E	8	28	24	98	02	6	24.9	45	8	5	5	-	-	0	0	7	05	01	39	28	3	3
43	13			WEATHER OBSERVER	450	600	8	12	24	96	03	2	135	85	5	6	4	7	-	3	1	2	01	51	52	12	3	6
29	08			MERMOR	623	384	8	14	28	25	02	5	358	46	8	6	3	-	-	3	2	3	09	04	06	13	0	5
40	80			ARABIA	548	172	1	13	18	97	02	0	303	53	0	0	9	0	1	6	5	4	00	01	49	13	2	2
38	32			U.S. SHIP C	528	355	6	16	11	69	01	1	139	45	2	-	5	0	1	0	0	2	25	52	38	49	-	4
42	10			U.S. SHIP D	440	440	7	29	02	69	02	2	-	5	5	5	7	0	0	0	1	02	59	-	30	4	5	
50				AMERICAN PRODUCER	480	235	8	11	20	91	06	6	037	56	8	7	3	-	-	2	4	2	7	00	51	51	1	2
				CORALLAS	470	50	8	12	19	97	02	2	304	53	8	6	4	-	-	5	7	15	51	42	12	1	1	

18h. Ships Reports

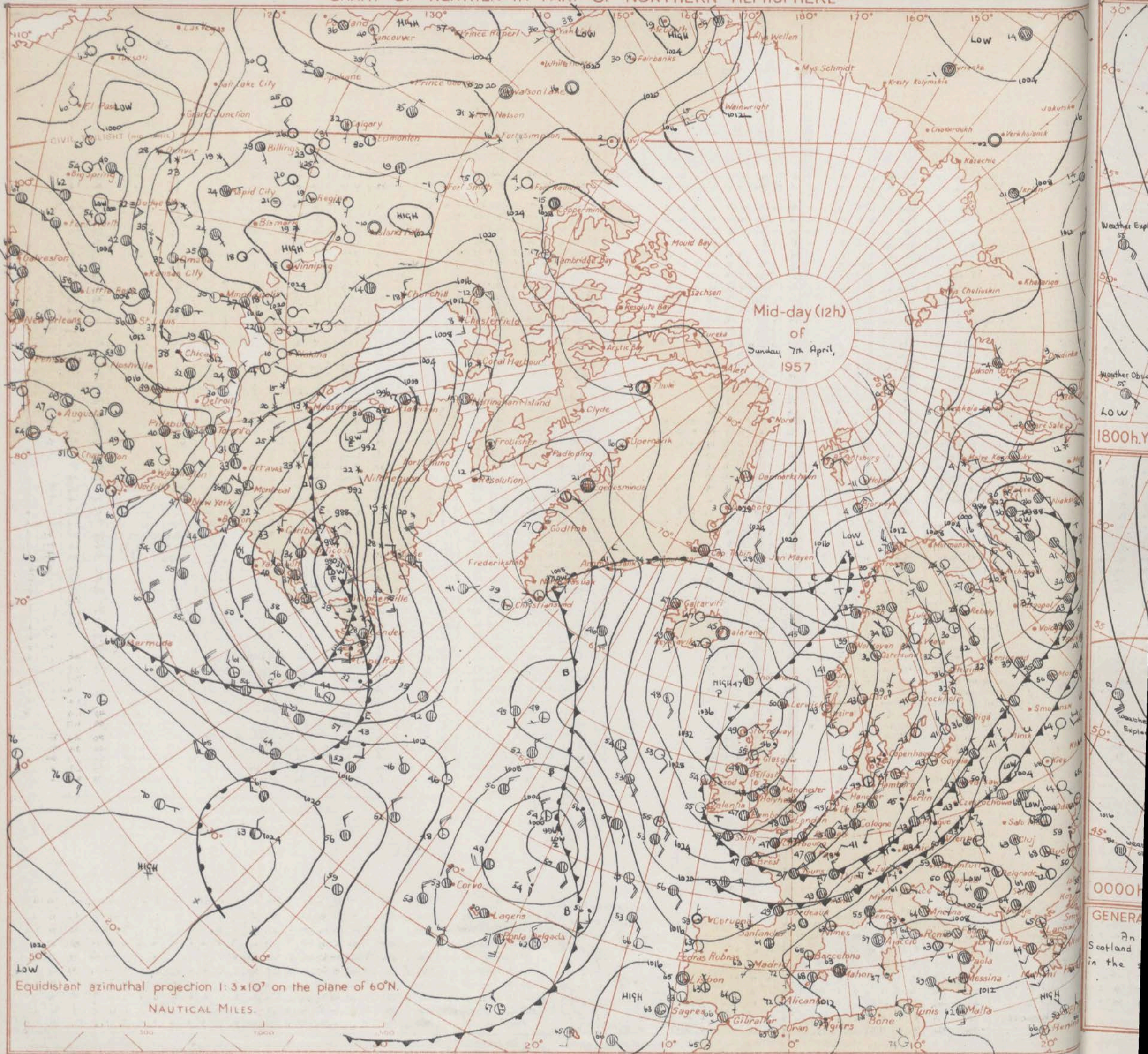
Ship	LAT.	LONG.	Total Cloud	Wind		Weather		Bar at M.S.L.	Dry Bulb Temp.	Cloud					Course		Bar	Temp.		Waves					
				Direction	Speed	Visibility	Present			Past	Amount	Low	Height	Medium	High	Direction	Speed	Change in 3 hours	Sea	Down Point	Direction	Period	Height		
Lat	Long	N	dd	ft	VV	ww	W	PPP	TT	Nh	CL	h	CM	CH	Ds	Vs	u	pp	Ts	Td	Td-d	dw	dw	Per	Hw
Circus	589	158	0	10	18	70	01	1	337	50	0	-	9	0	0	5	1	1	2	01	46	14	4	5	
Weather Explorer	524	198	6	11	30	95	03	1	241	55	6	5	6	-	-	2	1	2	0	05	46	12	4	7	
Weather Observer	449	158	8	11	23	96	03	1	126	52	1	6	4	2	-	3	1	7	03	50	52	10	3	6	
Polar Front	660	0205	7	20	31	99	03	1	258	46	7	5	4	0	0	0	0	6	03	01	39	28	3	5	
MERNOL	620	330	8	20	24	62	02	2	244	43	8	5	4	-	-	4	2	1	44	00	39	15	4	7	
U.S. SHIP C	528	355	8	05	18	69	02	2	134	44	3	5	5	7	-	0	0	7	14	53	38	29	-	2	
U.S. SHIP D	440	410	8	23	13	65	60	3	114	46	3	7	4	3	-	0	0	7	17	60	41	32	3	5	
San Valino	419	227	3	25	09	99	02	1	078	56	2	2	4	0	2	6	4	2	20	51	43	25	2	1	
American Producer	482	232	8	11	30	97	21	8	071	55	8	6	4	-	-	2	3	3	14	03	51	61	4	3	
BASSANO	566	016	0	11	46	95	02	0	345	51	0	0	9	0	0	1	5	2	25	01	51	11	3	4	

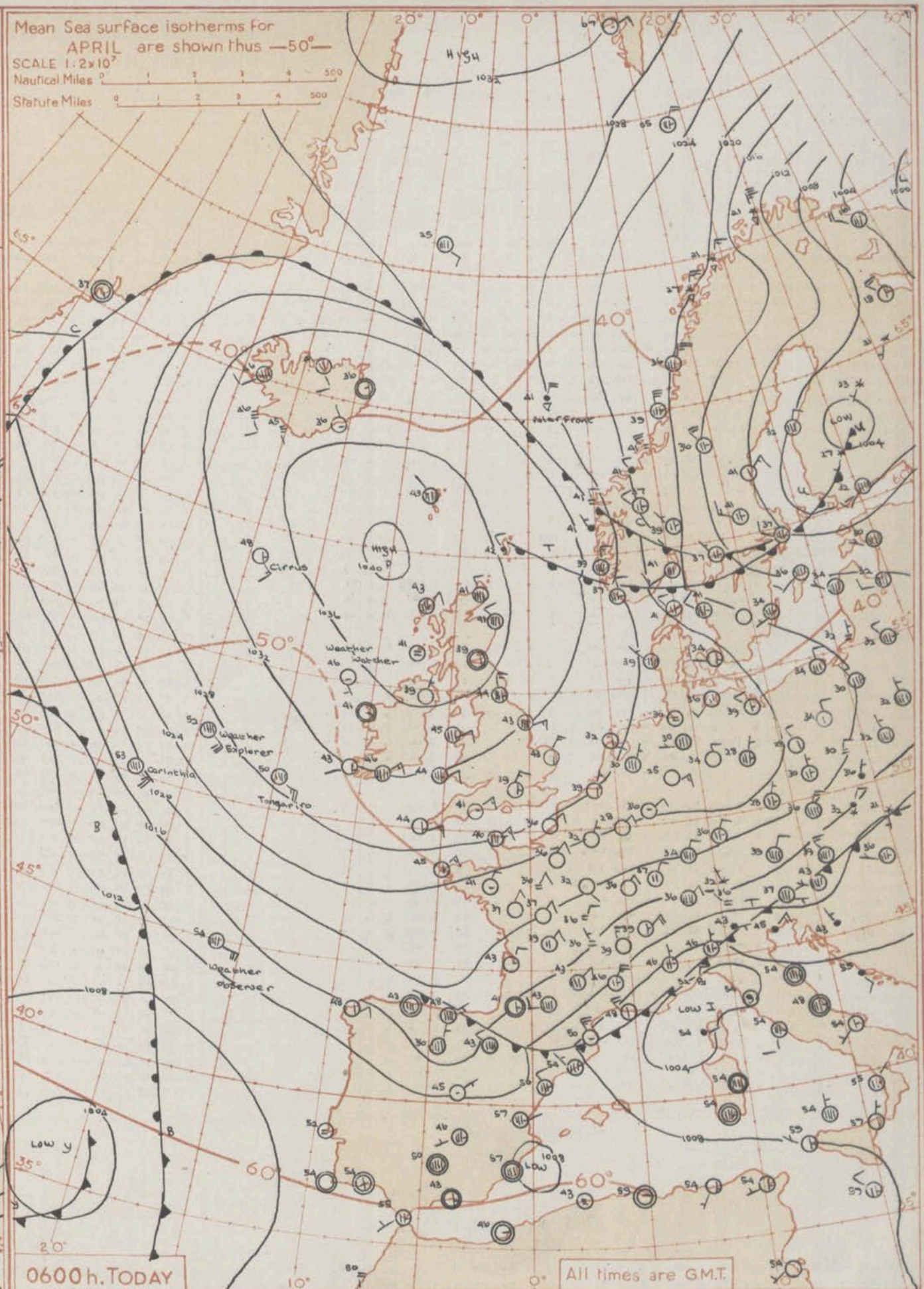
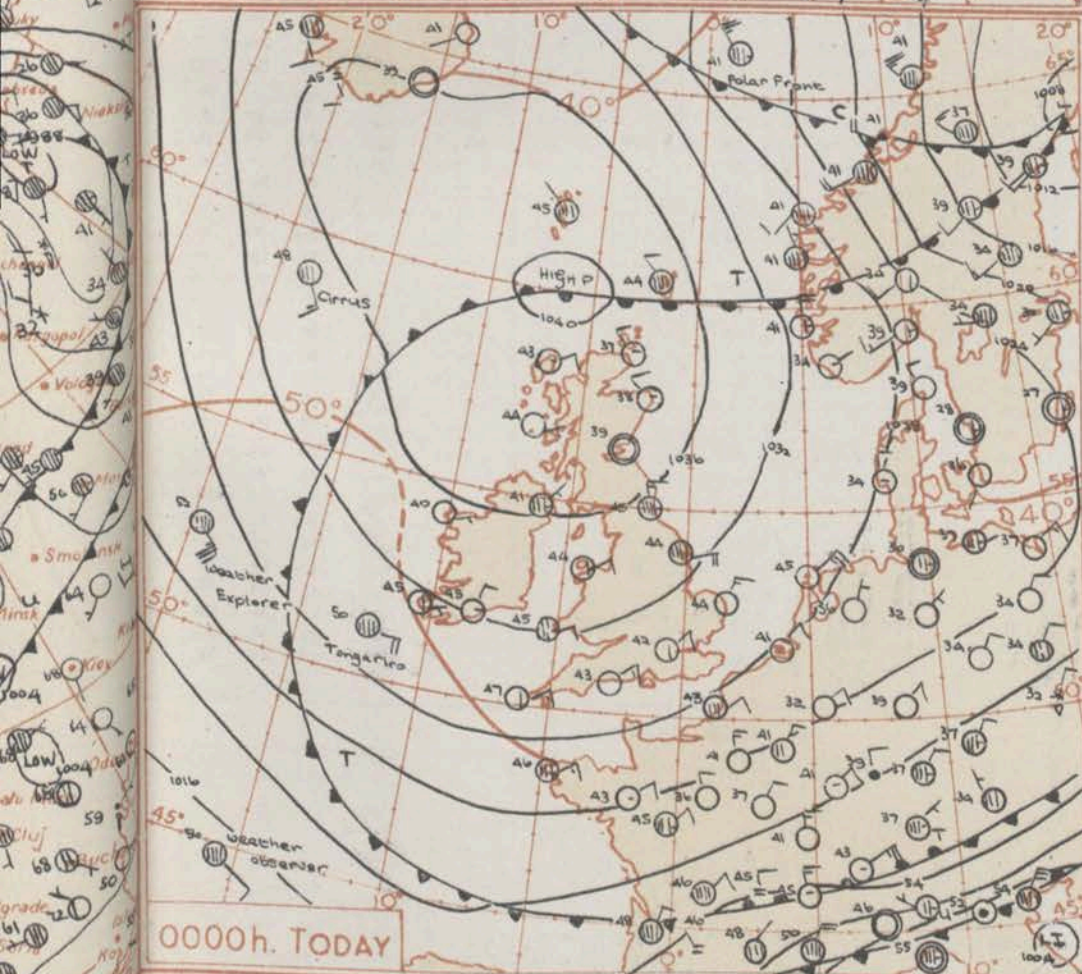
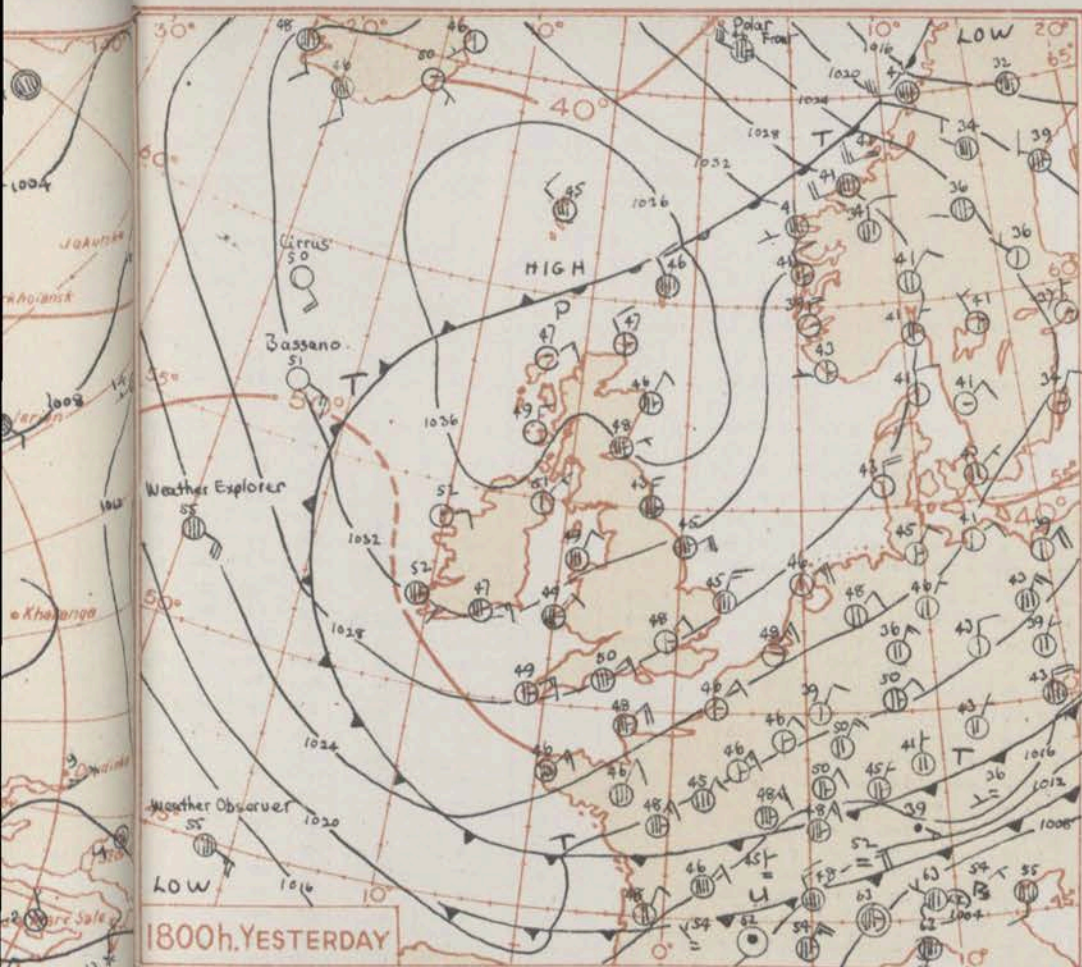
All times of observation printed in this publication are GREENWICH MEAN TIME

* Information not usually received.

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

CHART OF WEATHER IN PART OF NORTHERN HEMISPHERE





GENERAL SYNOPTIC DEVELOPMENT

An anticyclone centred to the northwest of Scotland has remained almost stationary and intensified a little. Little change in the situation is expected.

Issued at Mid-day today Monday 9th April 1957

FORECAST FOR BRITISH ISLES until noon tomorrow

It will be mainly cloudy with a little rain or drizzle in places in eastern districts of England and Scotland. Western areas of the British Isles will be dry with some sunny intervals. Temperatures will be near normal.

OUTLOOK FOR

the following 48 hours... Little change.

THE DAILY WEATHER REPORT OF THE METEOROLOGICAL OFFICE, LONDON

OBSERVATIONS at 00h. G.M.T. 8th April 1957

OBSERVATIONS at 06h. G.M.T. 8th April 1957

OBSERVATIONS during NIGHT

Code F.M.11.A	Station	Station Number	Wind										Weather										Cloud										Bar										Cloud Layers										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										Temp.										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... Tuesday... 2nd April... 1957

OBSERVATIONS at 12h. G.M.T. 8th April 1957OBSERVATIONS at 18h. G.M.T. 8th April 1957

OBSERVATIONS during DAY

during No.		Code F.M.11:A		Station		Wind		Weather		Cloud		Temp.		Bar		Cloud Layers		Wind		Weather		Temp.		Cloud		Temp.		Bar		Cloud Layers		Weather		Max. Temp.		Sunshine		Rain		State of												
Temp.	h to 09h.	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	Dew Point Temp.	Character	Change in 3 hours	Amount	Form	Height	Amount	Form	Height	Max. Temp.	Sunshine	Rain	State of												
Min. F.	h to 09h.	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	Dew Point Temp.	Character	Change in 3 hours	Amount	Form	Height	Amount	Form	Height	Max. Temp.	Sunshine	Rain	State of												
33	33	Kew	775	7 02	14	10	03	1	27.8	47	7	5	5	-	-	31	7	13	3	8	25	7	6	30				7	03	17	46	03	2	253	47	6	5	6	1	04	7	08	1	6	25	6	6	45	45	4.1	Tr	0
33	33	London Airport	772	8 06	20	17	03	2	28.0	47	8	8	5	-	-	32	7	14	1	8	20	8	6	25				8	03	10	62	03	2	254	47	8	5	6	1	05	7	03	2	6	20	6	6	45	50	4.0	Tr	0
37	37	Fangmere	874	3 03	21	78	01	1	26.8	51	3	1	6	0	0	31	8	17	3	8	35							4	02	14	61	01	1	266	47	4	5	5	0	01	6	09	2	6	25	3	6	35	51	9.6		0
37	37	Hurn	862	7 03	14	15	03	1	27.5	48	7	8	5	-	-	32	7	15	1	8	20	7	6	25				7	03	16	62	01	2	251	47	7	5	6	1	01	6	08	1	6	25	7	6	32	51			0
37	37	Guernsey	894	3 03	24	76	01	1	25.5	48	3	2	5	0	0	30	7	15	3	8	20							1	03	17	86	02	0	252	47	1	1	5	0	01	6	02	1	8	25	2	6	20	50	6.9		0
42	42	Felixstowe	697	6 04	13	80	02	2	27.5	48	6	2	5	-	-	35	7	13	6	8	28							8	03	14	66	26	5	253	47	3	1	6	1	01	6	02	1	8	25	4	6	20	49	4.6	Tr	0
24	24	Gorleston	497	7 02	10	84	25	8	28.7	45	3	8	4	-	-	36	8	11	3	8	18	6	6	23				8	02	17	66	26	5	263	47	3	1	6	1	01	6	02	1	8	25	4	6	20	47	2.6	Tr	0
37	37	Mildenhall	578	8 06	11	80	00	0	28.8	46	8	5	5	-	-	36	7	07	9	6	25							8	02	10	66	21	6	260	45	8	8	6	1	01	6	02	1	8	25	9	6	22	47	0.9	0.2	1
26	26	Cardington	559	9 05	17	80	03	8	28.9	45	4	7	4	-	-	41	7	13	4	7	15	8	6	25				7	02	16	58	20	8	265	44	4	4	4	-	01	6	03	1	5	7	6	20	47	0.2		1	
33	33	West Raynham	485	7 03	18	74	02	8	28.9	45	7	8	4	-	-	36	7	07	4	8	15	7	6	20				8	01	16	60	50	6	264	43	7	6	4	-	01	6	02	1	8	25	8	7	1	46	1.4	0.4	1
35	35	Wittering	462	8 04	15	74	01	8	29.8	45	8	8	5	-	-	38	7	08	6	8	20	8	6	40				8	02	16	74	80	9	275	44	8	8	4	-	01	6	02	1	8	25	8	7	1	46	0.3	Tr	1
24	24	Boscombe Down	746	8 06	15	74	02	2	28.6	45	8	8	4	-	-	37	7	10	4	8	14	8	6	30				7	06	13	74	01	2	259	45	7	5	5	-	01	6	02	1	8	25	4	6	20	47	3.1		0
28	28	Ross-on-Wye	627	8 02	11	80	02	2	29.6	46	8	5	5	-	-	35	7	13	8	6	25							8	03	10	59	02	2	273	46	8	5	5	-	01	6	02	1	8	25	4	6	20	47	0.3		0
33	33	Bristol	628	8 03	10	74	01	2	29.3	46	8	5	5	-	-	36	8	12	3	8	22	7	6	25				8	02	11	64	02	2	270	46	8	5	5	-	01	6	02	1	8	25	4	6	20	47	1.6		0
36	36	Aberporth	502	8 06	14	80	02	2	30.9	46	8	5	5	-	-	36	7	09	8	6	25							7	05	10	64	02	2	253	48	7	5	5	-	01	6	02	1	8	25	4	6	20	48	0.9		0
2	2	Pembroke Dock	604	7 08	16	74	02	2	30.3	47	7	5	5	-	-	34	7	11	7	6	27							7	04	09	62	02	2	278	50	7	5	5	-	01	6	02	1	8	25	6	6	28	50	0.8		1
3	3	Plymouth	827	6 09	18	74	02	1	28.0	48	6	5	5	-	-	36	7	07	6	6	25							7	06	13	58	02	2	258	48	7	5	6	-	01	6	02	1	8	25	5	6	20	49	8.0		0
35	35	Chivenor	707	8 10	10	82	02	1	29.6	47	8	5	5	-	-	37	8	08	8	6	25							7	04	15	63	02	2	271	48	7	6	6	-	01	6	02	1	8	25	4	6	20	49	9.7		0
37	37	St. Eval	820	5 07	16	80	02	1	28.4	48	5	5	5	0	0	34	7	08	5	6	25							7	04	16	74	02	1	264	47	7	5	5	-	01	6	02	1	8	25	5	6	20	52	9.0		0
32	32	Culdrose	809	7 04	15	76	02	1	28.1	48	7	8	5	-	-	38	7	13	1	8	20	7	6	25				5	04	16	80	01	1	251	47	5	5	6	-	01	6	02	1	8	25	6	6	20	50	7.5		0
39	39	Scilly	804	6 04	08	81	02	1	27.7	50	6	1	5	0	0	40	7	07	6	8	22							3	03	17	66	01	1	247	48	3	1	5	0	01	6	02	1	8	25	5	6	20	51	4.8	Tr	0
38	38	Elmdon	534	9 05	16	58	25	8	30.1	44	3	6	4	-	-	40	6	09	3	7	11	3	8	16	5	6	30	8	04	17	66	01	8	277	44	8	8	4	-	01	6	02	1	8	25	4	6	20	49	0.4	Tr	1
40	40	Shawbury	414	8 36	11	69	02	2	31.2	48	5	5	5	-	-	38	6	11	5	6	25	8	6	30				8	03	10	59	01	2	291	46	8	8	6	-	01	6	02	1	8	25	4	6	20	48	0.0		0
3	3	Manchester	334	8 36	11	48	04	6	31.8	45	8	5	5	-	-	37	7	05	8	6	25							8	02	15	60	02	2	295	45	6	5	5	-	01	6	02	1	8	25	4	6	20	47	0.0	Tr	0
2	2	Squires Gate	318	6 05	11	66	02	2	32.1	50	8	5	5	-	-	39	7	11	6	6	28							7	02	10	58	01	2	293	48	7	5	5	-	01	6	02	1	8	25	5	6	20	51	2.4		1
3	3	Valley	302	7 02	14	74	02	2	32.6	48	3	8	5	-	-	39	7	03	3	8	22	7	6	30				7	02	11	66	02	2	299	48	7	5	6	7	01	6	02	1	8	25	5	6	20	51	2.4		1
3	3	Ronaldsway	204	3 04	14	96	01	0	33.5	51	3	5	6	0	0	40	7	11	3	6	30							5	16	09	83	02	1	306	47	5	5	6	-	01	6	02	1	8	25	5	6	20	51	10.2		0
3	3	Silloth	214	7 04	15	68	02	2	30.9	47	7	5	5	-	-	39	7	11	3	6	30							5	16	09	83	02	1	306	47	5	5	6	-	01	6	02	1	8	25	5	6	20	51	10.2		0
34	34	Watnall	354	8 04	08	63	02	6	30.5	45	8	8	4	-	-	42	7	09	5	8	15	8	6	25				8	05	12	60	02	2	284	44	6	6	4	-	01	6	02	1	8	25	4	6	20	46	0.1	Tr	0
39	39	Spurn Head	396	8 06	17	56	02	8	30.8	45	8	6	4	-	-	43	7	05	8	7	17							7	06	22	60	80	8	279	44	7	5	5	-	01	6	02	1	8	25	4	6	20	46	0.0	0.1	1
2	2	Lindholme	362	8 30	18	81	01	5	31.5	47	5	5	5	-	-	41	7	07	5	6	20	8	6	28				8	01	15	74	02	2	291	45	6	8	6	-	01	6	02	1	8	25	4	6	20	48	0.0	Tr	1
37	37	Dishforth	261	8 01	15	50	02	6	32.2	46	4	5	4	-	-	40	8	07	1	7	12							8	06	16	61	02	6	302	44	5	5	6	-	01	6	02	1	8	25	4	6	20	48	0.0	Tr	1
3	3	Tynemouth	262	8 36	18	48	20	5	33.6	44	8	6	4	-	-	42	7	04	8	7	18	6	6	18	8	6	30	8	06	16	61	02	6	302	44	5	5	6	-	01	6	02	1	8	25	4	6	20	48	0.0	Tr	1
3	3	Eskdalemuir	162	7 04	08	81	03	1	33.8	45	7	8	5	-	-	35	7	11	2	8	20	7	6	28				8	06	17	66	02	5	312	43	8	8	6	-	01	6	02	1	8	25	4	6	20	48	0.		

12h. Ships Reports

18h. Ships Reports

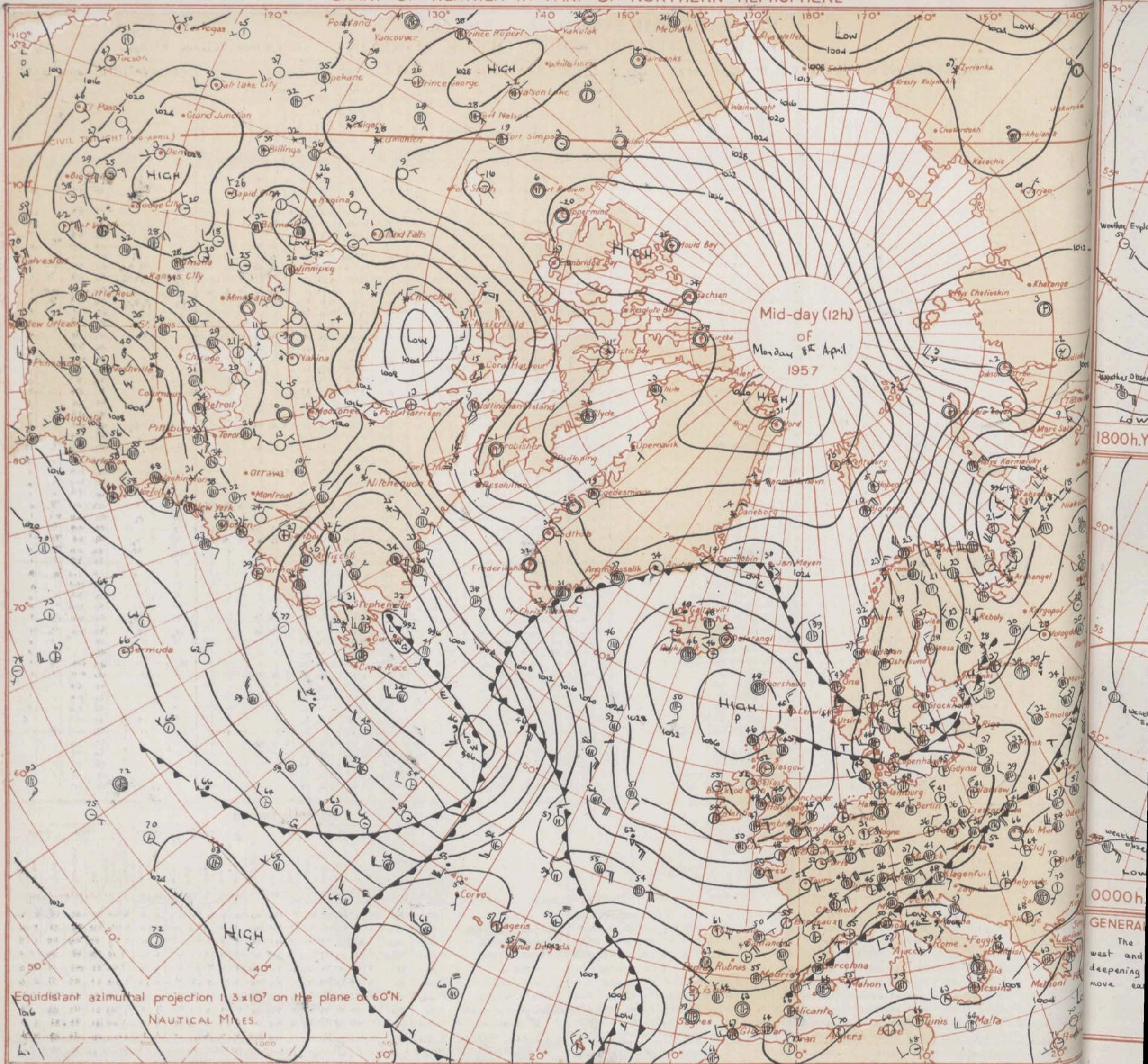
Code F.M.21.A																								Form Ship Reports																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
Temp.			Wind			Weather			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																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
Sea	Dew Point	Direction																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											

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

* Information not usually received.

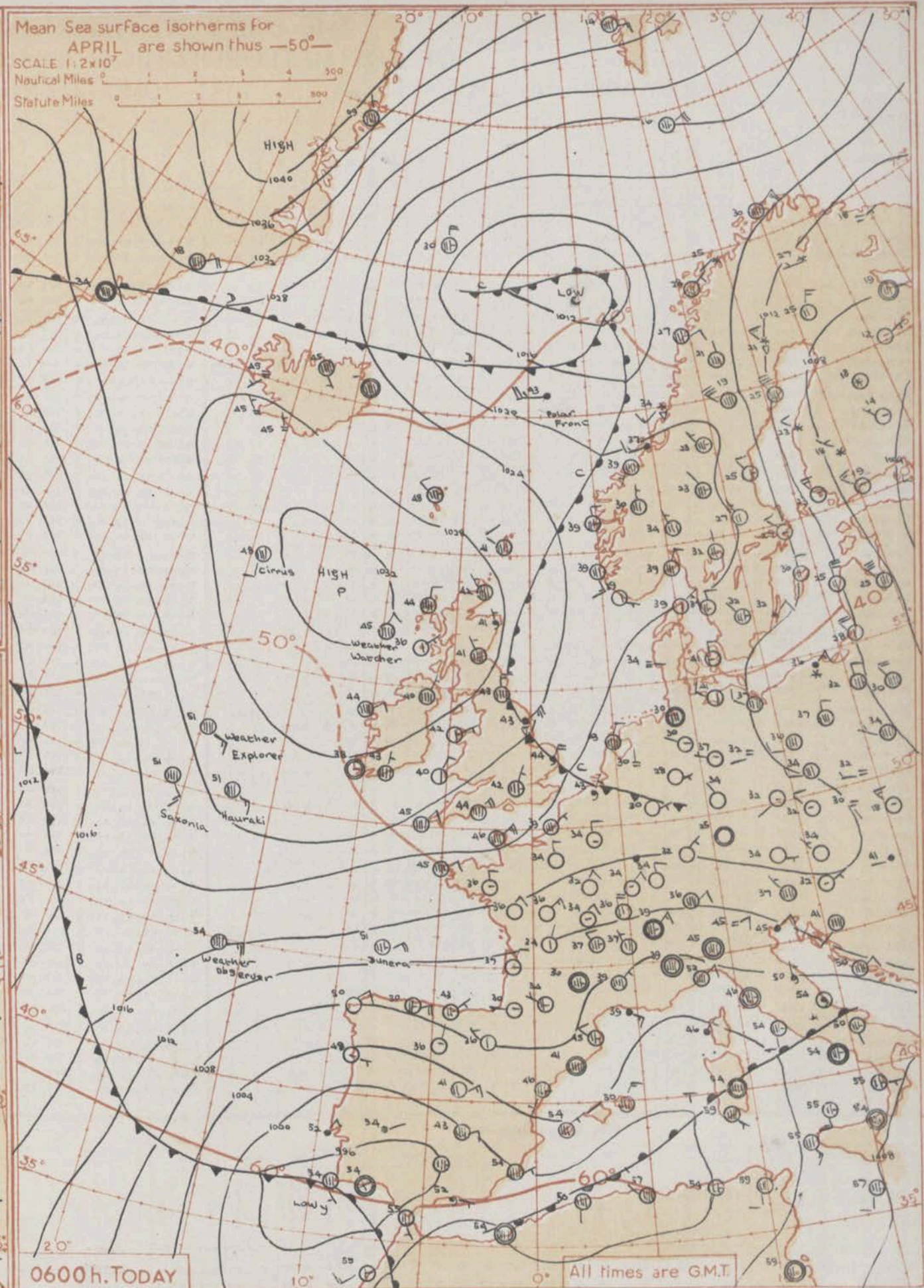
SIR GRAHAM SUTTON, C.B.E., D.Sc., F.R.S., Director, Meteorological Office, Air Ministry, Kingsway, London, W.C.2.

CHART OF WEATHER IN PART OF NORTHERN HEMISPHERE



Weather Explor
1800h.Y

0000h
GENERAL
The west and deepening move east



Mean Sea surface isotherms for
APRIL are shown thus —50°—
SCALE 1:2x10⁷
Nautical Miles 0 1 2 3 4 500
Statute Miles 0 1 2 3 4 500

GENERAL SYNOPTIC DEVELOPMENT

The anticyclone off northwest Scotland continues to drift west and decline while warm depressions circulate round its periphery. A deepening depression which has moved east to southwest Spain is expected to move east-northeast into the Mediterranean.

Issued at mid-day today Tuesday 9th April 1957

FORECAST FOR BRITISH ISLES until noon tomorrow

It will be mostly cloudy but some western and northwestern districts will have bright intervals. Eastern districts will have some light rain or drizzle in places but during tonight and tomorrow morning bright periods and showers will spread from Shetland across the northeast half of Scotland. It will be mainly rather cold.

OUTLOOK FOR the following 24 hours... Probably some brighter periods in west districts but with occasional showers. Continuing mainly rather cold.

THE DAILY WEATHER REPORT OF THE METEOROLOGICAL OFFICE, LONDON

OBSERVATIONS at 00h. G.M.T. 24 April 1957																										OBSERVATIONS at 06h. G.M.T. 9th April 1957																										OBSERVATIONS during NIGHT																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
Code F.M. 11.A		Station Number	Wind		Weather		Bar at M.S.L.	Cloud				Dew Point Temp.	Bar.		Cloud Layers				Total Cloud	Wind		Weather		Bar at M.S.L.	Cloud				Dew Point Temp.	Bar.		Cloud Layers				Weather	Temp. 21h to 09h.		Rain 21h to 09h, mm.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
Station	Total Cloud		Direction	Speed	Visibility	Present		Past	Amount	Low	Height		Medium	High	Character	Change in 3 hours	Amount	Form		Height	Amount	Form	Height		Amount	Form	Height	Direction		Speed	Visibility	Present	Past	Bar at M.S.L.	Amount		Low	Height		Medium	High	Character	Change in 3 hours	Amount	Form	Height	Amount	Form	Height	Min. F	Max. F	on grass																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
(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)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
Kew London Airport	775	0	00	12	65	0	0	0	24.7	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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 F.M. 21.A		Wind		Weather		Cloud		Course		Bar		Temp.		Waves	
Ship	LAT. LONG.	Direction		Speed		Present		Past		Bar at M.S.L.		Dry Bulb Temp.		Amount	
		N	dd	ff	vv	ww	W	PPP	TT	Nh	CL	h	CM	CH	Ds
WEATHER EXPLORER	524 107	0	10	20	01	03	1	277	51	0	0	0	0	0	0
CIRIUS	530 100	0	10	08	05	02	1	323	49	0	0	0	0	0	0
WEATHER OBSERVER	490 162	0	10	23	07	02	2	246	54	0	0	0	0	0	0
POLAR FRONT	460 120E	0	10	20	08	21	6	273	43	0	0	0	0	0	0
WEATHER WATCHER	562 08E	0	10	18	05	01	6	320	48	0	0	0	0	0	0
MERMOZ	620 230	0	12	13	06	02	2	333	48	0	0	0	0	0	0
U.S. SHIP "C"	528 358	0	11	30	03	01	6	071	47	0	0	0	0	0	0
U.S. SHIP "D"	440 410	0	10	27	05	02	2	076	51	0	0	0	0	0	0
REINDELMAR	428 114	0	10	30	07	05	1	183	54	0	0	0	0	0	0
DUMERA	467 085	0	10	30	08	02	1	127	52	0	0	0	0	0	0

06h. Ships Reports

Code F.M. 21.A	
----------------	--

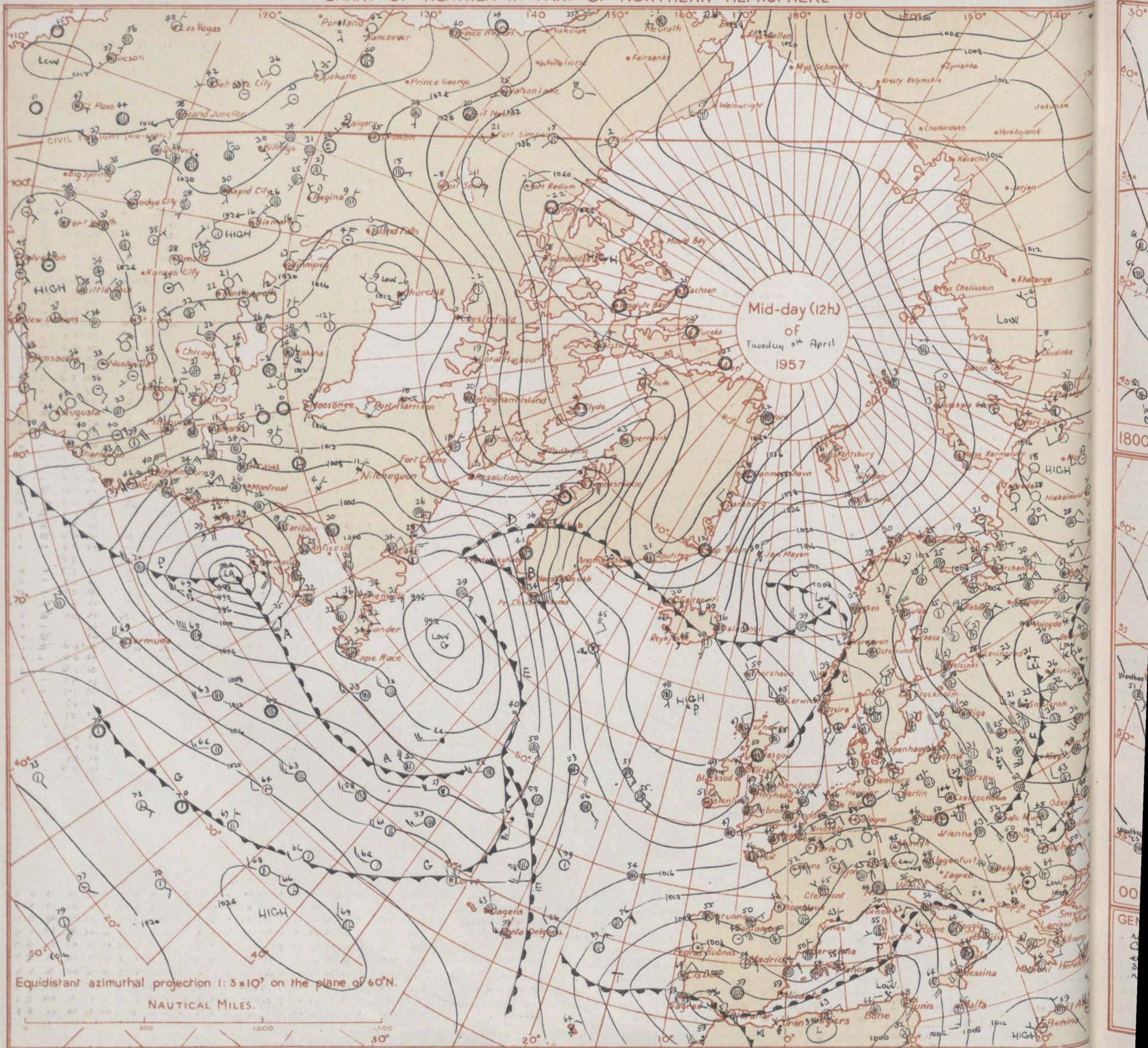
THE DAILY WEATHER REPORT OF THE METEOROLOGICAL OFFICE, LONDON

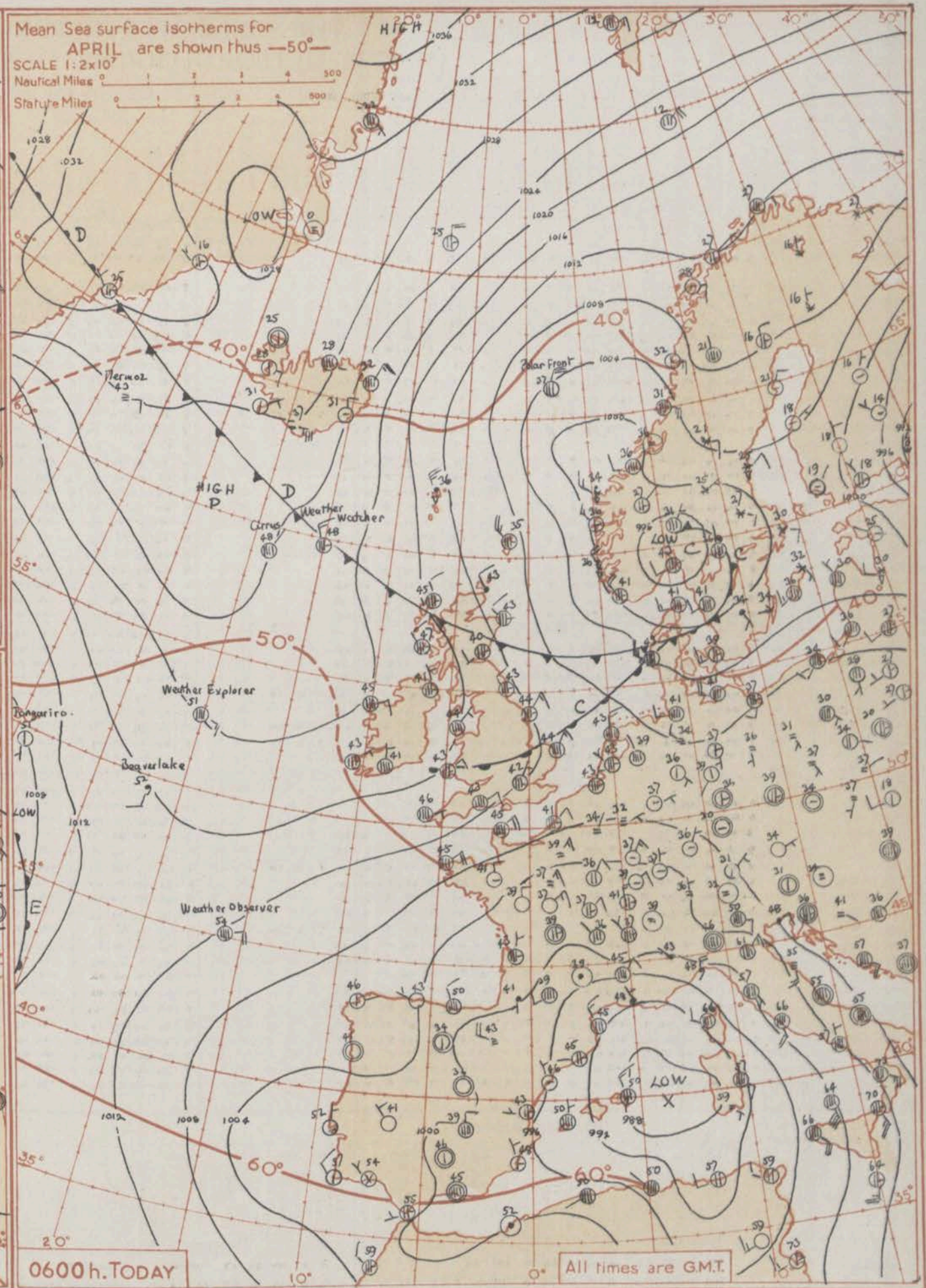
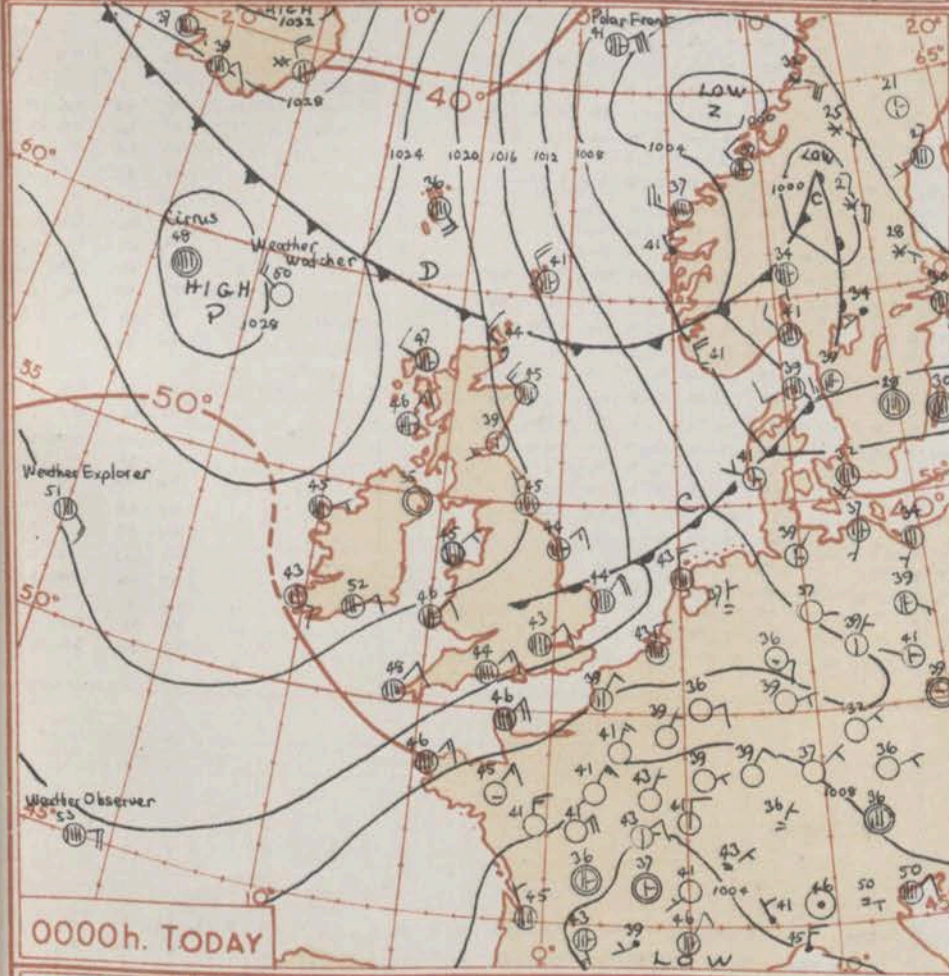
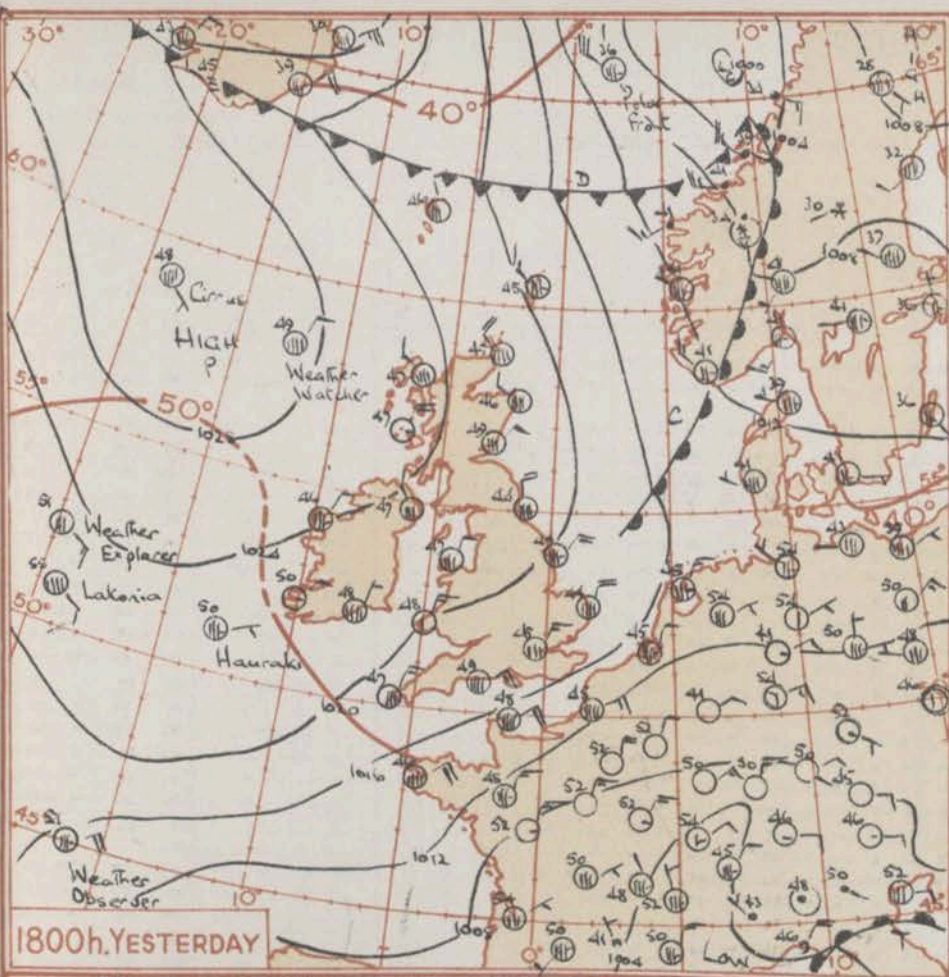
No. 34935

Date of Issue... Wednesday 10th April 1957

Temp. 1h to 09h.		Code F.M.11.A		OBSERVATIONS at 12h. G.M.T. 9th April 1957																									OBSERVATIONS at 18h. G.M.T. 9th April 1957																									OBSERVATIONS during DAY							
				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	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.	
Min	F	Min	F			(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)
53	(54)	(55)		Kew	775	8	03	19	58	02	5	201	47	6	5	4	-	-	37	7	08	6	6	18	8	6	25			8	03	14	62	02	2	179	46	6	5	4	-	-	36	7	08	5	6	18	8	6	25			id.	-	48	0.1	-	0		
41	41	TR		London Airport	772	8	05	15	61	02	5	205	46	3	6	4	-	-	37	7	08	3	7	12	8	6	15			8	03	14	62	02	2	179	46	6	5	4	-	-	36	7	08	5	6	18	8	6	25			id.	-	48	0.0	TR	0		
41	40	TR		Tangmere	874	8	02	15	58	02	2	191	47	3	5	4	-	-	38	7	10	3	6	18	8	6	25			7	02	12	58	03	2	162	43	3	5	4	-	-	39	7	08	3	6	18	7	6	22			-	-	52	1.8	-	1		
41	41	TR		Hurn	862	8	01	17	61	02	6	199	47	5	5	4	-	-	38	7	15	5	6	12	8	6	17			7	02	13	61	01	2	170	44	7	5	4	-	-	38	7	10	1	6	18	7	6	24			-	-	50	0.0	TR	0		
42	41	TR		Guernsey	894	8	03	22	61	02	2	195	47	8	8	4	-	-	40	7	12	3	8	16	8	6	25			8	03	20	56	62	6	150	47	8	5	5	-	-	43	7	10	5	6	20	8	6	30			-	-	47	0.0	TR	1		
43	40	TR		Felixstowe	697	8	02	12	66	02	5	199	45	3	5	4	-	-	38	7	09	8	6	22						8	03	15	66	02	2	184	44	8	5	5	-	-	37	8	08	8	6	20			id.	-	46	0.0	TR	0					
42	41	TR		Gorleston	497	8	03	16	62	20	5	207	45	8	5	4	-	-	40	7	02	8	6	18						8	02	15	60	20	5	178	44	8	5	5	-	-	39	8	15	8	6	20			id.	-	45	0.0	TR	0					
42	41	TR		Mildenhall	578	8	04	13	60	02	6	210	47	8	5	5	-	-	39	8	06	8	6	20						8	04	16	64	02	8	185	44	8	5	5	-	-	39	7	10	8	6	25			id.	-	47	0.0	TR	1					
42	41	TR		Cardington	559	7	02	18	66	01	5	212	46	7	5	5	-	-	41	7	07	7	6	15						8	01	18	66	02	2	188	44	8	5	4	-	-	29	7	13	8	6	15			id.	-	48	0.2	TR	1					
40	40	TR		West Raynham	485	7	03	16	74	02	5	211	44	4	7	2	-	-	40	5	02	4	7	05	7	7	08			8	01	16	63	01	5	187	43	8	5	4	-	-	37	7	10	8	6	15			id.	-	47	2.3	TR	1					
41	41	TR		Wittering	462	8	01	16	82	01	5	225	45	3	5	4	-	-	38	7	04	3	6	16	8	6	18			8	02	14	74	02	2	204	44	8	5	4	-	-	38	7	09	2	7	12	8	6	18			id.	-	46	0.1	TR	0		
41	40	TR		Boscombe Down	746	8	04	12	74	02	5	212	45	8	5	4	-	-	38	8	05	8	6	16						8	05	11	63	02	2	193	45	8	5	4	-	-	38	6	07	8	6	18			id.	-	48	0.1	TR	0					
41	41	TR		Ross-on-Wye	627	8	02	15	57	02	2	221	45	8	5	4	-	-	37	7	10	8	6	20						8	01	15	49	02	2	194	45	8	6	5	-	-	38	7	12	8	7	20			id.	-	47	0.0	TR	0					
41	41	TR		Bristol	628	8	04	16	59	02	5	218	45	8	5	4	-	-	38	7	12	8	6	15						7	02	15	58	02	2	191	45	7	5	5	-	-	39	7	09	7	6	25			id.	-	47	0.0	TR	0					
41	40	TR		Aberporth	502	8	04	14	58	02	2	234	45	5	5	5	-	-	38	8	09	5	6	20	8	6	35			7	01	09	57	01	2	201	46	7	5	5	-	-	41	7	16	7	6	35			-	-	47	0.3	-	0					
40	30	TR		Pembroke Dock	604	7	04	15	58	02	1	230	47	7	5	5	-	-	37	8	12	7	6	25						7	02	14	58	03	1	195	48	7	5	6	0	-	-	41	6	17	2	6	30			-	-	50	4.5	-	0				
40	35	TR		Plymouth	827	8	04	10	66	02	2	212	46	8	5	5	-	-	37	7	12	8	6	23						7	02	16	37	03	2	179	49	7	5	6	-	-	38	7	12	7	6	30			-	-	50	1.6	-	0					
42	41	TR		Chivenor	707	7	05	10	63	01	2	215	47	7	5	5	-	-	38	7	10	7	6	20						7	03	10	59	02	2	191	51	8	5	5	3	-	-	41	7	17	5	6	26			-	-	53	2.9	-	0				
42	42	TR		St. Eval	820	8	05	09	63	02	2	217	45	6	5	4	-	-	38	7	11	6	6	16	8	6	24			7	01	14	58	02	2	185	47	7	5	5	-	-	41	7	15	7	6	35			-	-	49	2.2	-	0					
41	41	TR		Culdrose	809	7	06	14	62	01	2	216	46	7	5	5	-	-	37	8	10	7	6	25						7	01	13	58	03	2	191	47	7	5	5	-	-	40	7	13	7	6	20			-	-	48	1.5	-	0					
42	41	TR		Scilly	804	8	06	11	59	02	2	214	47	8	5	4	-	-	38	7	06	8	6	12						7	02	13	59	02	2	194	47	7	5	4	-	-	39	7	21	7	6	10			-	-	49	0.1	-	0					
45	40	TR		Elmdon	534	8	03	14	59	04	6	212	44	8	5	4	-	-	39	6	14	6	6	14	8	6	22			8	04	10	50	04	2	190	44	3	6	4	-	-	37	7	12	3	7	12	8	6	18			id.	-	45	0.0	TR	0		
46	38	TR		Shawbury	414	8	01	07	56	02	2	236	45	8	6	4	-	-	38	7	12	8	6	18						8	03	07	56	04	2	208	45	8	6	4	-	-	37	7	13	8	6	18			-	-	47	0.0	-	0					
46	40	TR		Manchester	334	7	02	10	40	02	2	237	47	4	5	5	-	-	37	7	11	4	6	20	6	6	30			8	02	12	48	02	2	213	45	4	5	5	-	-	34	7	12	5	6	20	8	6	28			-	-	49	0.6	-	0		
46	40	TR		Squires Gate	318	7	03	09	70	02	2	239	50	7	8	5	-	-	40	7	16	2	8	20	7	6	25			8	04	07	61	02	2	216	47	8	5	5	-	-	38	7	10	8	6	25			-	-	52	2.8	-	0					
46	36	TR		Valley	302	8	04	10	74	02	2	245	47	8	5	5	-	-	37	7	10	8	6	25						6	02	10	66	03	1	214	47	6	5	6	0	2	41	7	18	6	6	28			-	-	51	2.5	-	1					
47	34	TR		Ronaldsway	204	7	03	13	86	02	2	253	47	7	5	5	-	-	36	7	11	7	6	25						8	04	15	83	01	2	238	47	7	5	6	0	-	-	35	7	16	2	6	35			-	-	49	1.0	-	1				
42	36	TR		Silloth	214	8	05	14	74	02	2	256	47	8	5	5	-	-	36	7	10	8	6	25						7	07	08	40	02	2	232	45	7	5	6	3	-	-	37	7	11	7	6	30			-	-	47	0.0	-	0				
46	31	TR		Watnall	354	8	03	11	63	02	5	230	44	8	4	4	-	-	39	7	08	4	8	18	8	6	25			8	05	12	66	03	2	204	47	4	5	4	-	-	38	7	14	4	6	16	8	6	25			id.	-	46	0.0	TR	1		
46	39	TR		Spurn Head	396	8	05	20	58	25	8	228	44	8	6	4	-	-	41	7	02	8	7	15						7	05	20	58	03	2	198	44	7	6	4	-	-	37	7	16	7	7	15			id.	-	46	0.0	TR	0					
42	40	TR		Lindholme	362	8	06	16	81	02	5	237	45	6	8	4	-	-	40	7	08	6	8	18	8	6	25			7	01	19	82	02	2	210	45	8	5	4	-	-	36	7	12	8	6	30			id.	-	47	0.0	TR	0					
41	41	TR		Dishforth	261	8	01	12	66	02	6	243	45	3	5	4	-	-	38	7	08	1	7	10	3	6	15	8	6	20	8	39																													

CHART OF WEATHER IN PART OF NORTHERN HEMISPHERE





GENERAL SYNOPSIS DEVELOPMENT The anticyclone off Northwest Scotland has merged into the high pressure over Greenland. The complex depression which has moved south across Scandinavia is expected to move southeast bringing colder air across the British Isles. A deep depression continues to deepen in the Mediterranean. A depression which deepened near Newfoundland is expected to drift north while its frontal system moves east.

Issued at mid-day today Wednesday 10th April 1957

FORECAST FOR BRITISH ISLES until noon tomorrow It will be mainly cloudy. It will be mostly dry at first over England and Wales, but the rain and showers now occurring over northern and central Scotland will gradually extend to many parts of the British Isles. Over the northeastern half of Scotland showers will be rather frequent and wintry. It will become cold.

OUTLOOK FOR the following 24 hours:- Continuing cold with showers particularly over Scotland where they will be wintry at times.

THE DAILY WEATHER REPORT OF THE METEOROLOGICAL OFFICE, LONDON

OBSERVATIONS at 00h. G.M.T. 10th April 1957																									OBSERVATIONS at 06h. G.M.T. 10th April 1957																									OBSERVATIONS during NIGHT							
Code F.M.11.A		Station Number	Wind		Weather		Bar at M.S.L.	Dry Bulb Temp.	Cloud				Dew Point Temp.	Character	Change in 3 hours	Cloud Layers				Total Cloud	Wind		Weather		Bar at M.S.L.	Dry Bulb Temp.	Cloud				Dew Point Temp.	Character	Change in 3 hours	Cloud Layers				Weather	Temp. 21h to 09h		Rain 21h to 09h in m.	State of sky.															
Station			Direction	Speed	Visibility	Present			Past	Amount	Low	Height				Medium	High	Amount	Form		Height	Amount	Form	Height			Amount	Form	Height	Direction				Speed	Visibility	Present	Past		Bar at M.S.L.	Amount			Low	Height	Medium	High	Amount	Form	Height	Amount	Form	Height	21h to 03h.	03h to 09h.	Min. °F	Max. °F	on grass
		(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	*	*	*	*	*	*	42	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	1	02	10	76	02	2	133	42	7	8	5	-	-	34	6	12	1	6	25	-	-	42	39	TR	0						
London Airport	772	8	05	11	62	02	2	167	43	8	5	5	-	36	6	12	8	6	33	*	*	*	*	*	*	1	03	07	75	01	1	138	42	7	8	5	-	-	36	6	12	1	6	22	-	-	41	40	-	0							
Tangmere	874	8	03	11	57	02	2	158	43	8	5	4	-	36	7	04	8	6	15	*	*	*	*	*	*	1	01	15	74	02	2	127	43	8	5	5	-	-	32	6	08	8	6	20	-	-	42	41	-	0							
Hurn	862	8	03	14	59	02	2	160	44	8	5	5	-	34	7	07	8	6	21	*	*	*	*	*	*	1	01	11	66	01	1	138	42	8	5	5	-	-	34	6	12	1	6	18	-	-	42	40	-	0							
Guernsey	894	8	03	20	60	02	2	146	46	7	6	4	-	42	7	09	7	6	13	*	*	*	*	*	*	8	02	16	68	02	2	122	44	8	5	5	-	-	39	6	08	8	6	25	-	-	43	42	-	0							
Felixstowe	697	8	02	13	66	02	2	161	43	8	5	5	-	36	7	20	8	6	23	*	*	*	*	*	*	8	03	04	70	02	2	134	42	8	5	5	-	-	37	7	18	8	6	25	-	-	41	40	-	0							
Gorleston	497	8	02	20	62	02	2	162	44	8	5	5	-	37	8	11	8	6	20	*	*	*	*	*	*	8	02	15	64	02	2	135	44	3	8	4	-	-	35	7	14	3	18	25	-	-	42	41	TR	1							
Mildenhall	578	8	02	09	80	10	5	170	42	8	5	6	-	38	8	08	8	6	33	*	*	*	*	*	*	8	03	02	61	08	6	139	43	5	7	3	-	-	39	7	13	5	18	20	-	-	42	39	TR	1							
Cardington	559	8	02	15	63	02	2	175	42	8	5	6	-	37	7	09	8	6	30	*	*	*	*	*	*	8	01	08	63	20	5	148	41	6	7	4	-	-	38	6	13	6	10	18	-	-	41	39	TR	1							
West Raynham	485	7	02	8	74	02	2	167	42	7	5	5	-	38	7	12	8	6	16	7	6	24	*	*	*	8	01	10	66	02	2	137	43	8	5	5	-	-	34	7	11	8	6	25	-	-	41	38	TR	1							
Wittering	462	7	36	09	74	01	6	187	41	3	5	5	-	36	7	09	3	6	24	7	6	34	*	*	*	8	26	09	74	02	5	153	41	8	5	5	-	-	36	6	12	8	6	27	-	-	41	40	TR	0							
Boscombe Down	746	8	05	12	62	02	2	173	42	8	5	4	-	34	7	10	8	6	18	*	*	*	*	*	*	7	04	06	74	01	2	145	40	7	5	5	-	-	35	6	08	7	6	22	-	-	40	38	-	0							
Ross-on-Wye	627	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	8	01	09	66	50	2	159	41	8	5	5	-	-	35	7	10	8	6	20	-	-	41	40	TR	0							
Bristol	628	8	02	10	63	01	2	182	43	8	5	5	-	36	7	08	8	6	23	*	*	*	*	*	*	7	04	10	66	01	2	152	41	7	5	5	-	-	33	7	11	7	6	25	-	-	41	39	-	0							
Aberporth	502	8	10	05	62	02	2	188	41	8	5	5	-	33	8	08	7	6	20	*	*	*	*	*	*	8	04	13	62	02	2	174	41	8	5	5	-	-	36	7	06	8	6	27	-	-	41	38	-	0							
Pembroke Dock	604	7	05	09	52	01	1	184	46	7	6	5	-	39	8	08	7	6	24	*	*	*	*	*	*	7	05	10	48	01	2	164	43	7	5	5	-	-	33	7	10	7	6	27	-	-	43	38	-	0							
Plymouth	827	7	06	12	58	02	2	168	46	8	5	4	-	37	7	10	8	6	18	*	*	*	*	*	*	7	07	14	61	02	2	142	42	7	5	5	-	-	32	7	10	7	6	32	-	-	40	36	-	0							
Chivenor	707	7	07	09	53	02	2	182	48	7	5	5	-	37	7	09	7	6	28	*	*	*	*	*	*	7	07	16	66	02	1	137	43	7	5	5	-	-	35	7	10	7	6	28	-	-	41	33	-	0							
St. Mawgan	817	8	06	09	48	02	2	175	45	8	5	4	-	38	8	06	8	6	19	*	*	*	*	*	*	8	05	11	61	02	2	147	42	8	5	5	-	-	34	7	10	8	6	23	-	-	41	41	-	0							
Culdrose	809	8	03	08	58	02	2	173	45	8	5	4	-	38	8	06	8	6	18	*	*	*	*	*	*	8	04	15	60	02	2	144	42	8	5	6	-	-	33	7	18	8	6	25	-	-	41	46	-	0							
Scilly	804	8	03	11	58	02	2	160	48	8	5	4	-	44	7	15	8	6	14	*	*	*	*	*	*	8	06	07	48	02	2	140	46	8	5	4	-	-	39	7	14	8	6	14	-	-	45	-	-	0							
Elmdon	534	8	02	13	66	00	6	183	42	8	5	5	-	35	7	13	8	6	25	*	*	*	*	*	*	8	26	05	61	02	6	156	40	8	5	5	-	-	36	7	09	1	13	8	6	25	-	-	39	37	TR	0					
Shawbury	414	8	01	10	48	04	2	157	43	8	5	5	-	34	7	10	8	6	25	*	*	*	*	*	*	8	36	05	58	02	2	166	40	8	5	6	-	-	35	7	12	8	6	30	-	-	40	38	-	0							
Manchester	334	8	01	08	57	02	2	197	43	8	5	5	-	33	7	13	8	6	23	*	*	*	*	*	*	7	31	04	56	04	2	167	41	7	5	6	-	-	32	7	12	2	6	18	-	-	40	39	-	0							
Squires Gate	318	8	03	05	66	02	2	202	45	8	5	5	-	37	7	13	8	6	30	*	*	*	*	*	*	8	03	03	60	02	2	171	43	7	5	6	-	-	36	7	18	7	6	30	-	-	41	37	-	0							
Valley	302	8	03	05	66	02	2	212	44	8	5	5	-	36	7	13	8	6	30	*	*	*	*	*	*	8	03	03	74	02	2	177	44	8	5	6	-	-	35	6	09	8	6	30	-	-	40	32	-	0							
Ronaldsway	204	8	02	05	74	02	1	212	44	8	5	5	-	36	7	13	8	6	30	*	*	*	*	*	*	8	03	07	58	04	2	177	44	7	5	6	-	-	40	7	16	1	14	7	6	28	-	-	41	35	-	0					
Silloth	214	8	01	05	74	02	1	207	44	8	5	5	-	39	7	13	8	6	33	*	*	*	*	*	*	8	28	06	61	02	2	170	44	8	5	6	-	-	41	7	18	8	6	30	-	-	42	40	-	0							
Watnall	354	8	02	07	66	20	5	189	41	8	5	5	-	37	7	13	8	6	25	*	*	*	*	*	*	8	03	04	62	02	5	158	41	5	5	5	-	-	35	7	12	5	6	25	-	-	39	38	TR	0							
Spurn Head	396	7	03	16	60	02	2	183	44	7	6	4	-	37	7	10	8	6	15	*	*	*	*	*	*	7	02	18	58	02	2	149	44	7	5	5	-	-	37	7	15	7	6	20	-	-	42	-	-	0							
Lindholme	362	8	01	12	66	38	6	184	42	6	5	5	-	37	8	12	3	6	20	8	6	33	*	*	*	8	34	08	59	02	5	159	42	4	5	5	-	-	37	7	14	4	6	25	-	-	40	38	TR	0							
Dishforth	261	8	35	08	66	21	6	198	42	3	5	4	-	37	8	12	3	6	17	8	6	33	*	*	*	8	00	00	63	02	2	160	43	8	5	6	-	-	37	7	14	8	6	20	-	-	41	40	TR	1							
Tynemouth	262	8	34	04	61	02	2	203	45	8	5	5	-	37	7	15	8	6	36	*	*	*	*	*	*	7	33	09	58	02	2	161	43	7	5	6	-	-	36	7	11	7	6	20	-	-	43	39	-	0							
Eskdalemuir	162	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	8	00	00	63	02	2	166	40	8	5	5																					

00h. Ships Reports

Code F.M.21.A		Wind		Weather		Cloud		Course		Bar		Temp.		Waves	
Ship	LAT. LONG.	Direction	Speed	Visibility	Present	Past	Bar at M.S.L.	Dry Bulb Temp.	Amount	Low	Height	Medium	High	Direction	Speed
	Lat	Long	N	dd	H	VV	ww	PPP	TT	Nh	CL	h	CM	CH	Ds
CIRRUS	590	185	8	00	00	65	02	2	281	48	8	5	5	-	0
WEATHER EXPLORER	524	201	8	12	17	37	02	2	215	51	8	5	6	-	0
WEATHER OBSERVER	449	162	8	07	19	38	02	2	158	53	8	5	6	-	1
POLAR FRONT	660	020(E)	7	05	31	38	28	8	045	41	7	5	4	-	0
WEATHER WATCHER	590	140	0	31	15	58	02	0	269	50	0	0	9	-	0
HAURAKI	513	100	8	06	09	61	02	2	207	49	8	5	5	-	2
U.S. SHIP "C"	528	355	8	20	08	61	00	6	067	44	2	5	5	-	0
U.S. SHIP "D"	440	410	3	29	17	69	01	1	088	49	1	5	3	-	0
NEW AUSTRALIA	413	104	0	36	24	39	02	0	046	34	0	0	9	-	0
REINA DEL MAR	403	205	2	27	05	38	01	1	171	55	2	1	8	-	0

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 ^c Change in 3 hours	Sea	Dew Point	Direction	Period			
	LstLst	LpLpLp	N	dd	H	VV	ww	W	PPP	TT	Nh	CL	h	CM	CH	Ds	Vs	a	pp	TsTs	TdTd	dwdw	Pw	
CIRRUS	590	185	8	02	02	65	02	2	352	48	8	5	5	-	-	0	0	8	07	51	39	19	4	
WEATHER EXPLORER	525	202	8	10	17	38	02	2	192	51	8	5	6	-	-	0	0	7	10	51	44	12	4	
WEATHER OBSERVER	449	161	8	07	19	38	02	2	138	54	3	5	5	-	-	0	0	7	12	53	45	07	3	
POLAR FRONT	660	020 (E)	6	01	28	39	26	8	071	37	4	5	4	6	0	0	2	11	58	30	36	5		
WEATHER WATCHER	597	150	7	33	15	58	02	2	237	48	6	5	5	0	8	7	4	7	15	01	46	49	5	
HERA02	622	329	9	08	12	04	41	4	268	43	9	-	0	-	-	0	0	3	03	01	43	14	5	
U.S. SHIP "D"	440	410	8	23	10	61	61	6	083	50	8	5	4	-	-	0	0	7	10	56	42	27	3	
HAURAKI	518	077	8	26	09	39	02	2	172	44	8	5	6	-	-	1	6	7	20	54	39	36	4	
TONGARIRO	494	292	2	17	05	39	01	2	052	31	2	5	6	0	0	6	4	6	00	51	45	18	5	
BEAVER LAKE	494	219	8	18	08	37	50	2	109	52	8	5	4	-	-	6	6	7	20	52	45			

THE DAILY WEATHER REPORT
OF THE METEOROLOGICAL OFFICE, LONDON

Date of Issue: Thurs. 11th Dec. 1957

[illegible]

12h. 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		
Temp.		Wind		Direction		Speed		Visibility		Present		Past		Bar at M.S.L.		Dry Bulb Temp.		Cloud					Course		Bar		Temp.		Waves								
Sea	Dew Point	Direction		Lat	Long	N	SE	W	SW	W	SW	W	PP	TT	Nh	CL	h	CM	CH	Ds	Vs	a	pp	Ts	Td	Td	dwdw	Pw	Hw								
WEATHER EXPLORER										525	202	8	03	13	98	02	2	184	50	8	2	5	.	.	.	0	0	8	04	51	40	10	3	3			
51	39	19		590	189	8	03	02	70	02	2	246	48	8	2	4	.	.	.	0	0	7	01	51	45	12	4	2									
51	44	12		600	0206	6	02	23	96	16	8	095	37	5	9	4	6	3	0	0	2	11	57	34	58	5	7										
53	45	07		450	160	8	07	11	96	51	5	119	22	8	6	3	.	.	.	0	0	2	05	51	46	07	3	3									
58	30	36		61	335	8	08	10	25	10	4	265	45	8	6	2	.	.	.	0	0	6	02	01	41	05	5	2									
01	46	49		528	355	8	29	09	02	2	087	43	8	5	5	.	.	.	0	0	1	12	54	40	32	5	3										
01	43	14		460	410	8	20	25	59	21	4	048	39	2	7	3	2	.	.	0	0	7	07	53	57	20	2	4									
56	42	27		454	130	8	07	07	96	02	2	127	52	8	5	5	.	.	.	1	5	3	08	51	46	06	5	3									
54	39	30		500	248	3	14	19	93	01	1	098	55	0	0	0	3	4	6	4	7	04	03	45	14	3	6										
51	45	18		458	164	8	06	02	97	02	2	137	54	4	7	.	7	.	1	4	4	09	51	43	06	.	0										

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	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	TsTs	TdTd	dwdw	Pw	Hw	
CARLUS	590	109	7	02	03	70	03	2	23.6	49	7	8	4	0	0	0	7	02	51	45	19	4	2	
WEATHER EXPLORER	525	203	7	03	14	97	70	6	17.5	49	7	8	4	-	-	0	0	00	51	42	09	3	3	
WEATHER OBSERVER	450	161	8	10	16	97	02	2	10.5	54	4	5	5	-	-	0	7	09	53	43	06	3	3	
POLAR FRONT	660	0202	4	03	24	99	01	3	18	41	3	3	4	6	0	0	2	18	53	52	36	5	6	
MBRMO2	622	327	8	12	10	12	10	4	24.8	43	8	6	2	-	-	0	0	3	00	41	14	5	4	
U.S. SHIP "C"	528	355	8	14	10	69	02	2	04.0	43	8	5	5	-	-	0	0	01	53	39	29	5	4	
U.S. SHIP "J"	440	410	8	20	27	50	02	6	04.2	59	6	7	3	2	-	0	2	03	03	53	21	4	7	
WEATHER WATCHER	664	190	7	07	11	98	60	6	26.9	42	2	6	4	7	-	7	4	2	53	56	08	3	4	
BARON MACLAY	490	105	8	06	12	97	02	2	12.6	50	8	5	4	0	0	2	3	7	20	53	06	4	3	
MANCHESTER TRADER	511	126	8	07	09	90	02	2	15.9	41	8	5	4	-	-	2	4	7	08	69	38	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, Meteorological Office, Air Ministry, Kingsway, London, W.C.2.

CHART OF WEATHER IN PART OF NORTHERN HEMISPHERE



Equidistant azimuthal projection 1:3x10⁷ on the plane of 60°N.
NAUTICAL MILES.

1800h.YE

Weather Explorer

Weather Explorer

0000h

GENERAL

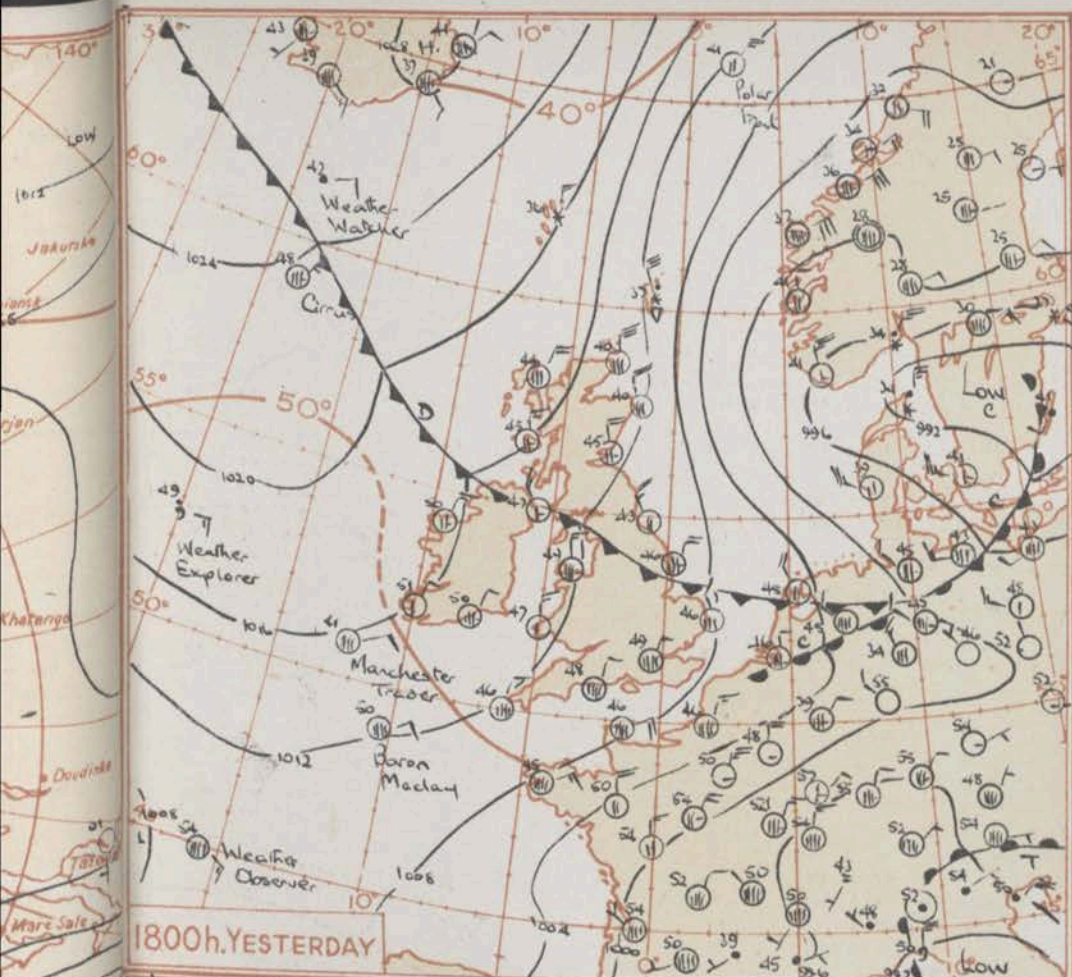
tuned on

new be

swept

hours

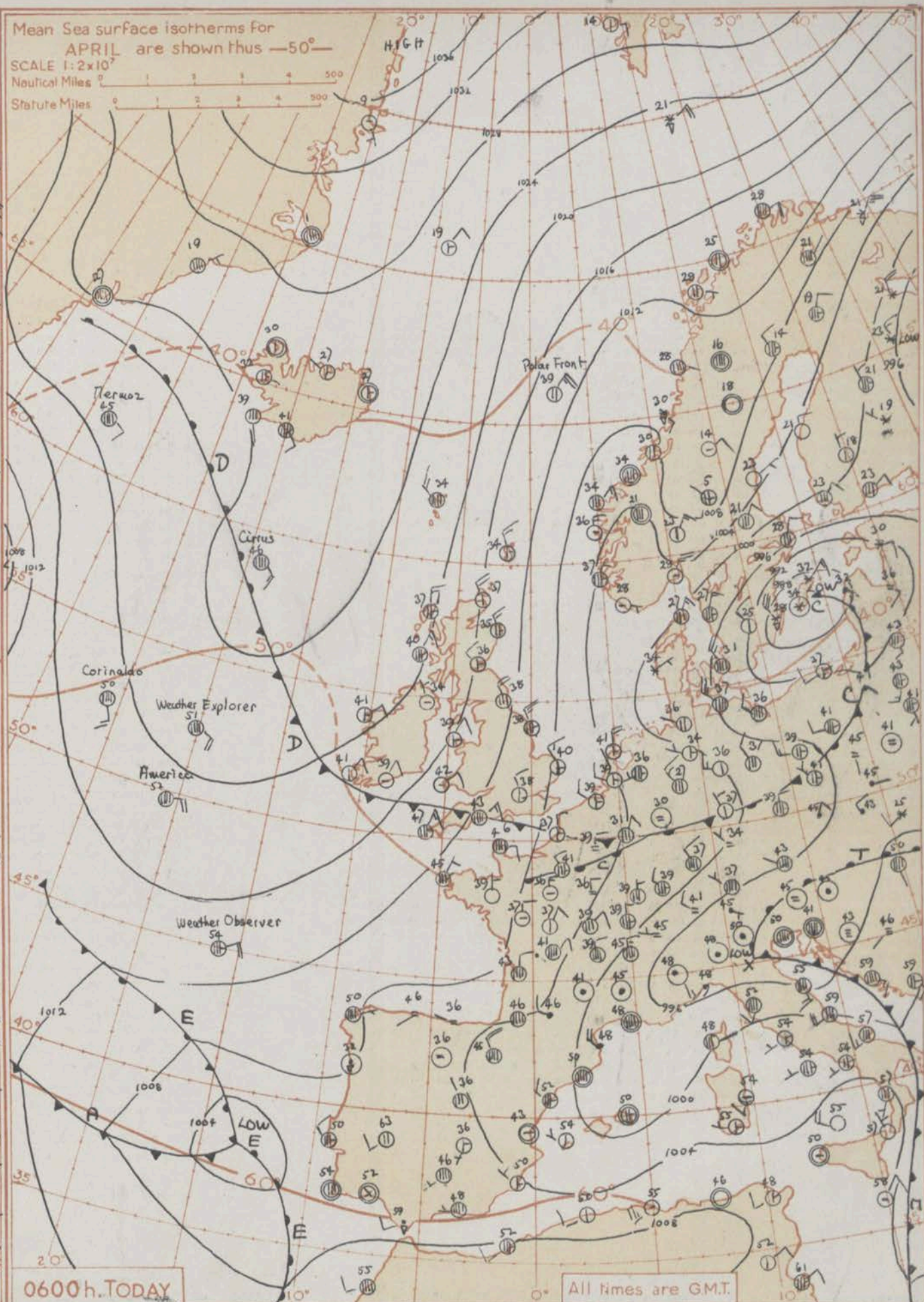
will be



1800h. YESTERDAY



0000h. TODAY



0600h. TODAY

All times are GMT.

GENERAL SYNOPSIS DEVELOPMENT

The depression over Sweden turned on a more easterly track across the southern Baltic and will now be steered away northeastwards. Cold air in the circulation of this system swept southwards over the British Isles behind a cold front. In the next 24 hours the cold air will probably reach its maximum intensity and high pressure will develop west of the British Isles moving slowly southeast.

Issued at mid-day today Thursday 11th April 1957

FORECAST FOR BRITISH ISLES until noon tomorrow

Rather cold or cold generally with night frost in central areas and other areas sheltered from northerly winds. Showers will be mainly scattered in the west and south but rather frequent in the east and north where they will fall as snow over high ground and in places on low ground also.

OUTLOOK FOR

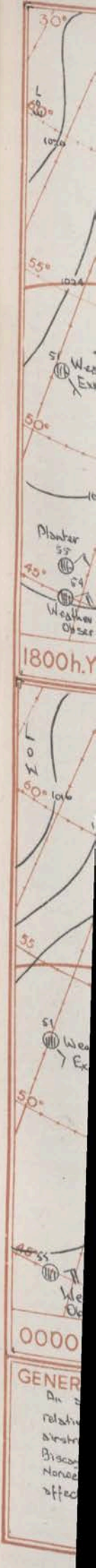
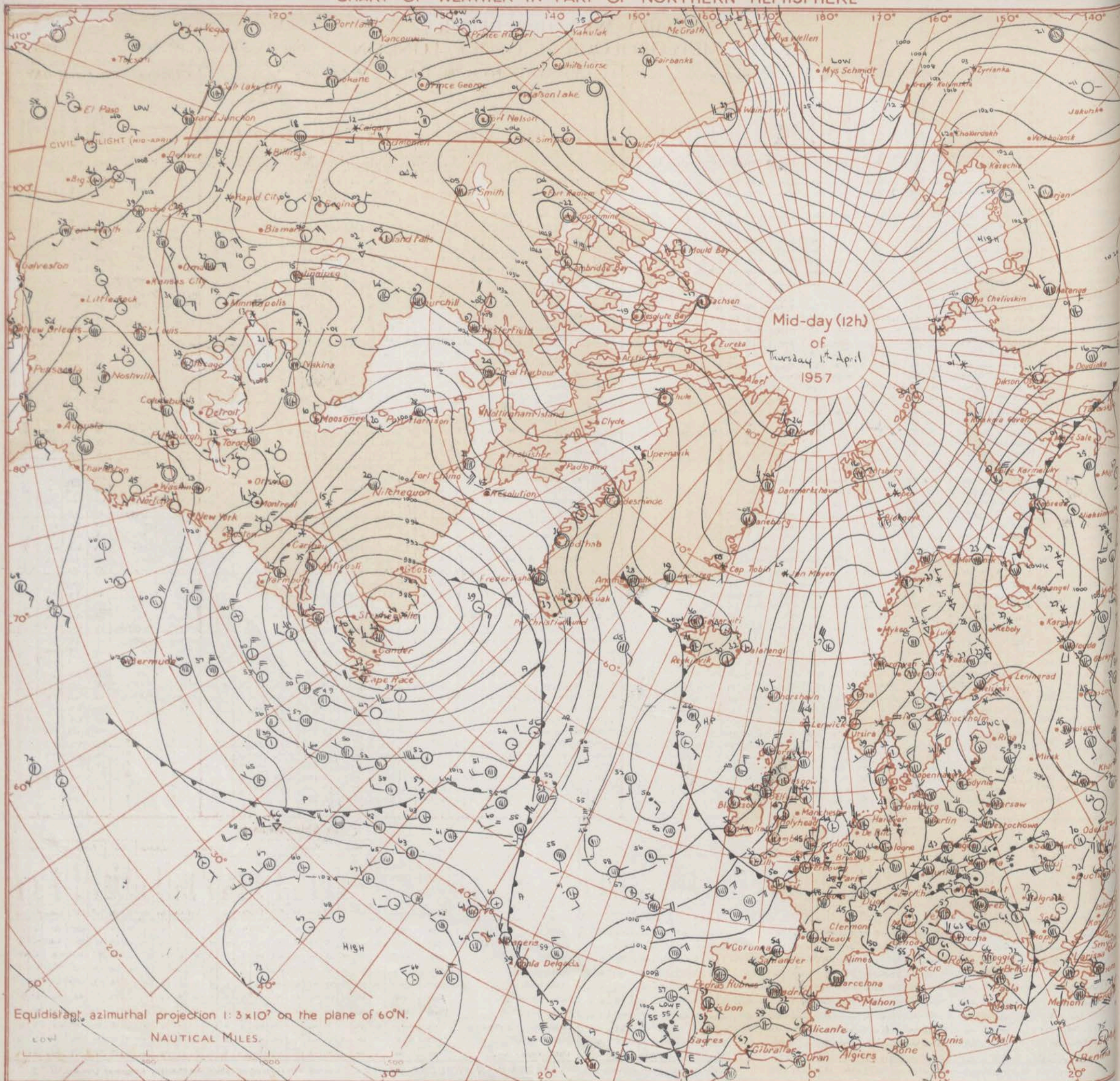
the next 24 hours:- Continuing rather cold generally but mainly fine in the west, some showers in the east. Frost in most areas at night.

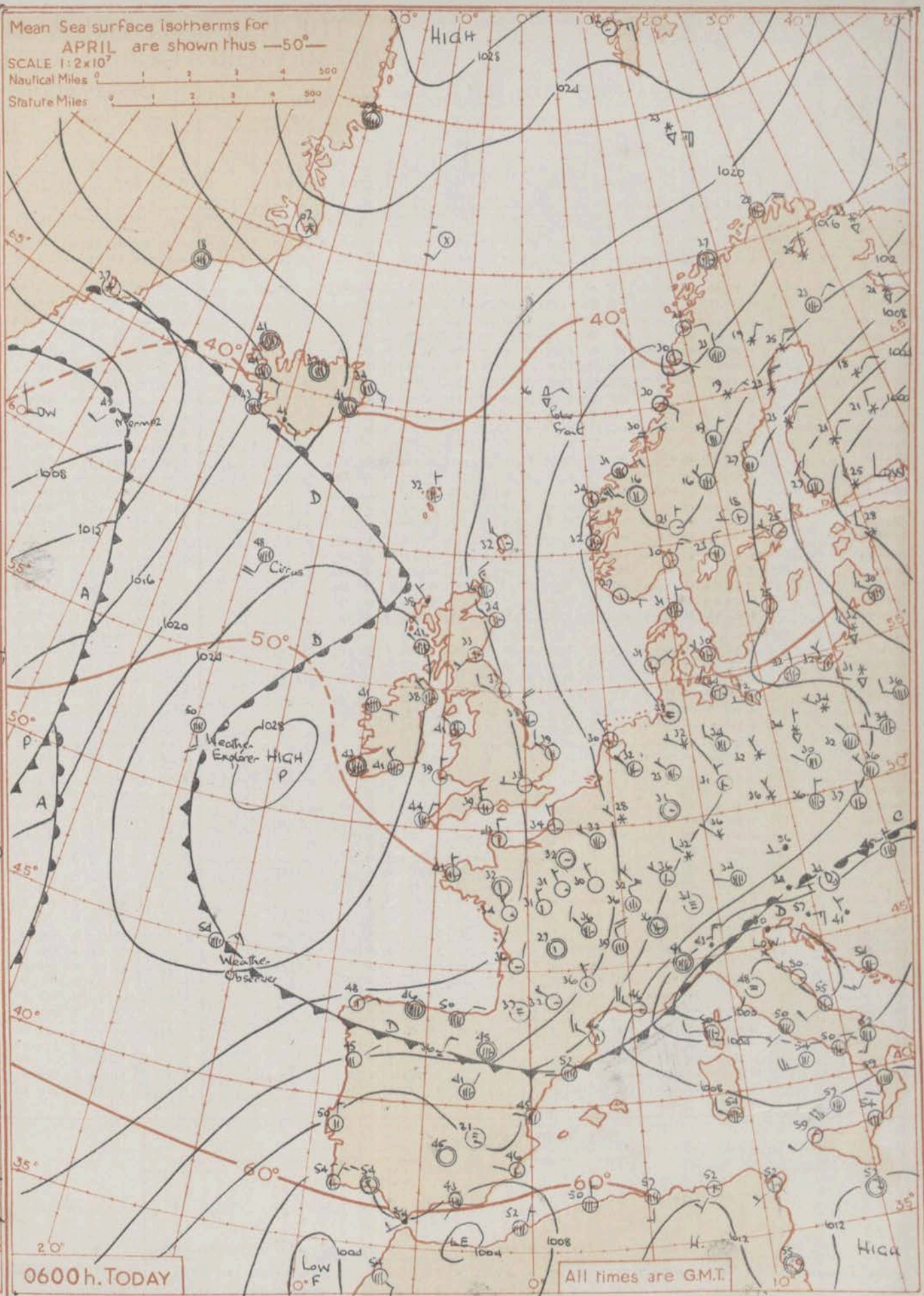
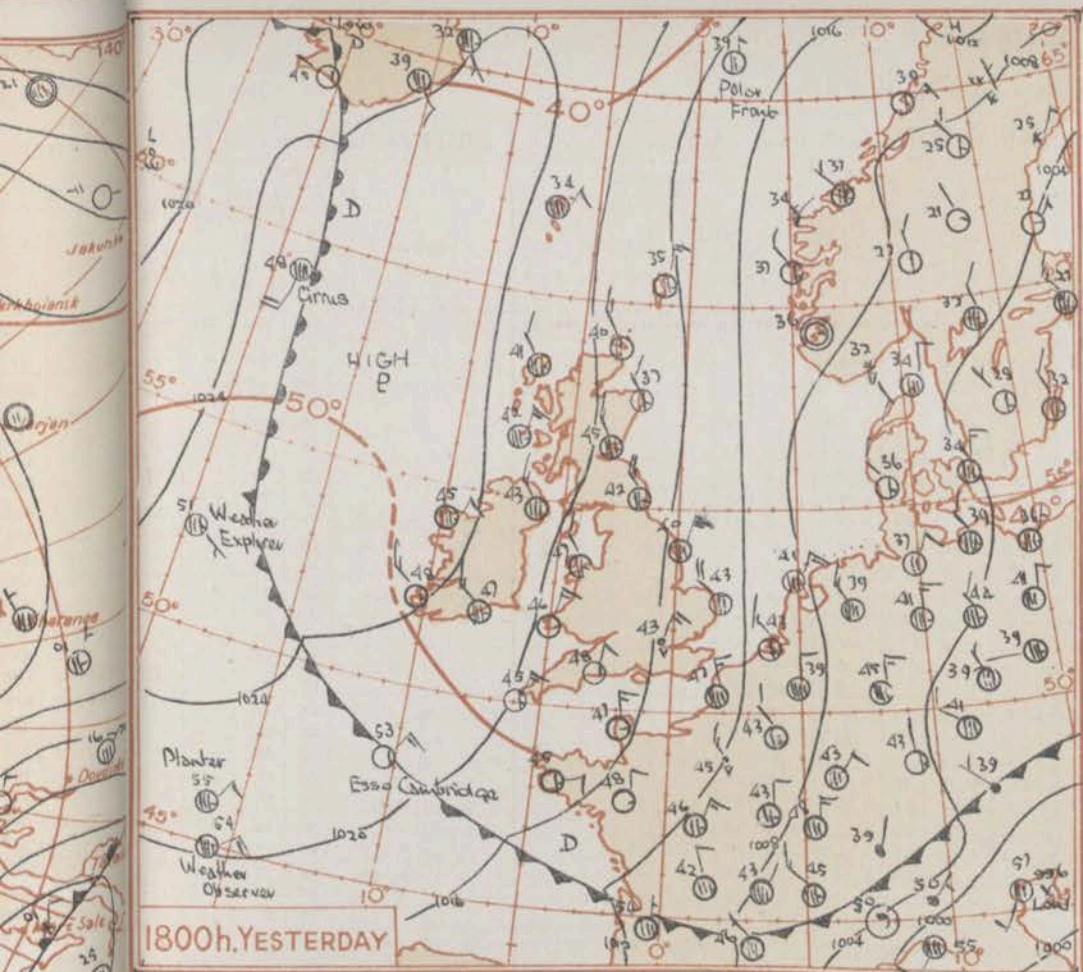
Date of Issue: Friday, 12th April 1957

12h. Ships Reports																				18h. Ships Reports																																				
Code F.M.21.A																																																								
Ship						LAT.	LONG.	Total Cloud	Wind Direction	Speed	Visibility	Present	Past	Bar at M.S.L.	Dry Bulb Temp.	Cloud				Course		Bar	Temp.	Waves		Ship						LAT.	LONG.	Total Cloud	Wind Direction	Speed	Visibility	Present	Past	Bar at M.S.L.	Dry Bulb Temp.	Cloud				Course		Bar	Temp.	Waves						
Sea	Dew Point	Direction				LsLsLs	LoLoLo	N	dd	H	VV	ww	W	PPP	TT	Nh	CL	h	CM	CH	Ds	Vs	a	pp	TsTsTs	TdTdTd	dwdw	Pw	Hw	LsLsLs	LoLoLo	N	dd	H	VV	ww	W	PPP	TT	Nh	CL	h	CM	CH	Ds	Vs	a	pp	TsTsTs	TdTdTd	dwdw	Pw	Hw			
CIRRUS						590	191	8	16	17	10	15	8	25	46	8	9	5	-	-	-	0	0	8	02	52	43	14	4	3	CIRRUS	591	191	8	15	18	10	15	8	24	48	8	8	4	-	-	4	1	7	06	51	45	18	4	-	
WEATHER EXPLORER						525	198	8	14	15	57	60	1	247	50	8	5	6	-	-	-	0	0	1	16	51	41	10	3	2	WEATHER EXPLORER	527	186	7	14	05	98	03	6	253	51	7	8	7	-	-	0	0	3	07	50	42	48	-	2	
WEATHER OBSERVER						450	161	8	05	20	97	02	2	170	52	5	5	5	-	-	-	0	0	2	14	52	41	04	3	3	WEATHER OBSERVER	600	020(E)	4	36	04	95	02	2	47	39	3	9	4	6	0	0	0	00	54	21	26	4	8		
POLAR FRONT						660	020E	5	35	31	99	16	8	147	37	2	9	4	6	3	-	-	0	0	8	02	57	27	36	4	5	POLAR FRONT	526	209	7	7	10	98	02	2	240	32	7	5	5	-	-	2	5	2	08	00	42	-	-	
MARMOT						620	330	6	10	12	80	05	1	193	45	6	5	5	0	0	-	-	0	0	7	15	03	43	18	6	3	MARMOT	462	165	7	06	05	98	02	2	225	55	1	3	5	2	-	1	4	1	18	02	47	06	3	1
LAKONIA						490	312	8	18	24	97	62	2	119	43	2	8	5	-	-	-	0	0	4	0	00	51	51	18	4	5	LAKONIA	440	410	E	23	03	69	02	2	170	58	2	1	5	4	9	0	0	1	07	00	45	21	4	3
U.S. SHIP "C"						528	355	1	23	09	69	01	6	092	46	1	5	5	0	0	-	-	0	0	3	24	51	41	16	3	4	U.S. SHIP "C"	528	385	1	18	17	63	02	0	107	47	2	1	5	0	-	0	0	2	03	02	41	17	3	4
U.S. SHIP "B"						440	410	7	25	09	65	30	8	103	57	2	2	4	7	0	-	-	0	0	2	32	51	49	22	4	3	U.S. SHIP "B"	450	163	8	16	15	97	02	2	200	45	7	6	7	-	-	0	0	2	19	52	45	06	3	5
MARENGO						575	168	5	12	05	98	01	1	263	50	3	1	4	-	-	-	2	5	2	03	50	36	05	3	2	MARENGO	620	330	7	10	12	80	02	2	148	45	7	5	7	0	2	0	0	7	21	01	41	18	0	2	
WEATHER WATCHER						635	221	3	27	13	98	01	1	217	44	3	5	5	0	0	-	-	7	4	7	10	32	37	49	-	3	WEATHER WATCHER	493	104	3	04	14	98	02	1	210	53	3	5	8	2	1	5	6	2	19	00	42	44	3	8

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

CHART OF WEATHER IN PART OF NORTHERN HEMISPHERE





Mean Sea surface isotherms for APRIL are shown thus —50°—
SCALE 1:2x10⁷
Nautical Miles 0 1 2 3 4 500
Statute Miles 0 1 2 3 4 500

GENERAL SYNOPSIS DEVELOPMENT

An anticyclone to northwest of Scotland moved south and with relatively low pressure extending from Italy northeastwards to northwest Russia a northerly airstream was maintained over the British Isles. The anticyclone is now expected to move into the Biscay area and developing low pressure in the Denmark Strait will probably move eastwards into the Norwegian Sea with associated warm front affecting northern districts. A wave in this front now affecting west Scotland will move south across the Irish Sea.

Issued at mid-day today Friday 12th April 1957

FORECAST FOR BRITISH ISLES until noon tomorrow

A belt of occasional rain in northwest districts will move southwards to affect Northern Ireland, Wales and some western districts of England. Further rain will probably spread from the northwest to Scotland and Northern Ireland by morning encroaching into northern England later. Eastern districts of England will have scattered showers today and frost will occur in the Southeast tonight. Becoming less cold in most areas.

OUTLOOK FOR next 24 hours: - Less cold with a good deal of cloud and slight rain or drizzle in many places.

All times are G.M.T.

THE DAILY WEATHER REPORT
OF THE METEOROLOGICAL OFFICE, LONDON

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 c	Change in 3 hours	Sea	Dew Point	Direction	Period	Height
Lat/Lon	N	dd	ff	VV	ww	W	PPP	TT	Nh	CL	h	CM	CH	Ds	Vs	a	dp	TsTgTd	dwdw	Pw	Hv			
WEATHER EXPLORER	525	198	8	13	11	97	02	6	263	51	8	8	6	-	-	0	0	2	04	51	44	49	-	2
CLARUS	590	190	8	19	18	65	80	2	235	48	8	9	4	-	-	4	1	8	06	51	45	17	4	3
POLAR FRONT	660	020(5)	4	01	20	95	15	8	162	37	3	9	4	6	0	0	0	2	11	55	31	36	4	4
WEATHER OBSERVER	449	163	8	06	20	97	02	2	333	55	8	5	5	-	-	0	0	1	16	50	43	06	3	4
PERNOZ	621	330	8	11	15	60	60	2	114	45	8	5	6	-	-	0	0	7	15	01	43	18	6	2
U.S. SHIP "C"	578	355	1	20	14	69	02	0	191	47	1	4	6	0	0	0	0	2	19	51	40	18	3	5
U.S. SHIP "D"	440	410	5	16	10	69	02	2	150	56	6	0	9	3	0	0	0	7	19	52	53	19	3	4
WEATHER WATCHER	461	226	9	31	12	98	02	2	211	42	8	5	6	-	-	6	4	7	11	51	40	49	-	1
KEYSTONE STATE	470	240	3	14	06	98	02	0	237	54	2	1	5	1	1	6	6	4	00	00	47	49	2	2
EXPRESS FRANCE	497	261	8	17	10	96	02	5	223	53	8	-	0	-	-	2	6	3	20	00	51	-	-	-

06h. Ships Reports

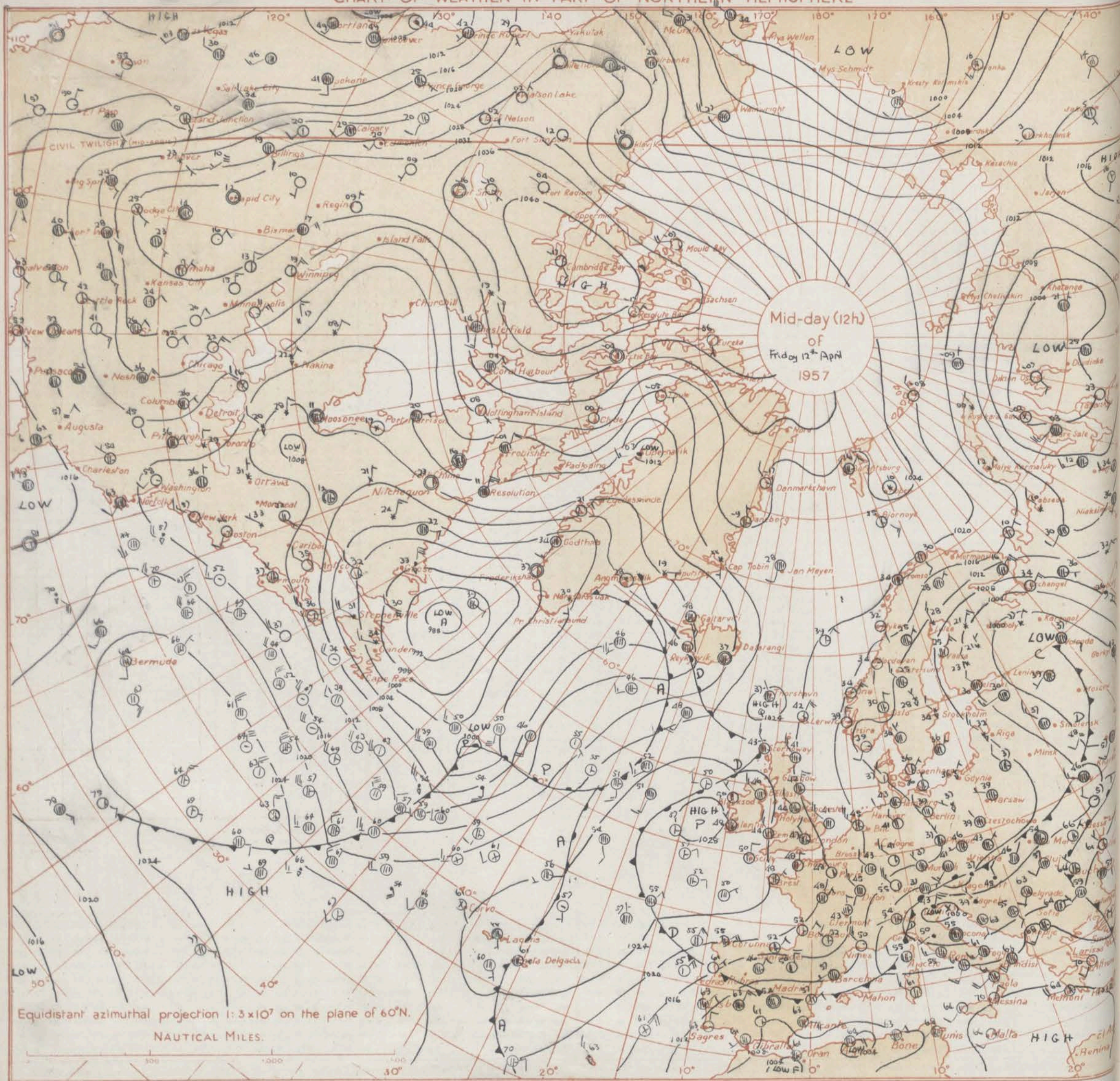
Ship	LAT.	LONG.	Total Cloud	Wind		Visibility	Weather		Bar at M.S.L.	Dry Bulb Temp.	Cloud					Course		Bar	Temp.	Waves					
				Direction	Speed		Present	Past			Amount	Low	Height	Medium	High	Direction	Speed				Character & Change in 3 hours	Sea	Down Point	Direction	Period
	LALALA	LOLOLO	N	dd	H	VV	ww	W	PPP	TT	Nh	CL	h	CM	CH	Ds	vs	h	pp	TsTs	TdTd	dwdw	Per		
WEATHER EXPLORER	526	199	8	17	13	97	03	6	285	50	8	5	7	-	-	0	0	7	04	51	45	49	-		
CIRARUS	589	189	8	19	21	65	02	8	210	48	4	5	4	5	-	4	1	7	12	51	46	18	4		
POLAR FRONT	660	020(E)	2	08	12	98	87	8	180	36	7	9	4	0	0	0	0	2	15	56	20	26	4		
WEATHER OBSERVER	450	160	8	04	13	97	02	2	246	54	8	5	7	-	-	1	1	2	04	53	41	05	2		
PERIMOZ	619	327	1	20	10	60	61	6	071	43	6	5	7	-	-	3	2	5	05	01	42	18	6		
U.S. SHIP "B"	585	510	7	09	14	61	85	1	806	35	7	2	5	0	0	0	0	4	00	56	32	09	4		
U.S. SHIP "C"	528	355	0	18	18	69	02	0	148	44	0	0	9	0	0	0	0	6	03	53	40	20	4		
U.S. SHIP "D"	440	410	9	18	14	69	02	2	084	57	2	5	5	7	-	0	0	7	09	52	54	20	2		
WEATHER WATCHER	657	245	8	17	20	98	25	8	157	45	4	5	4	-	-	6	3	7	29	00	43	49	-		
EMPIRE FOWEY	426	096	1	04	13	99	02	1	173	51	1	1	7	0	0	4	6	3	00	53	45	20	2		

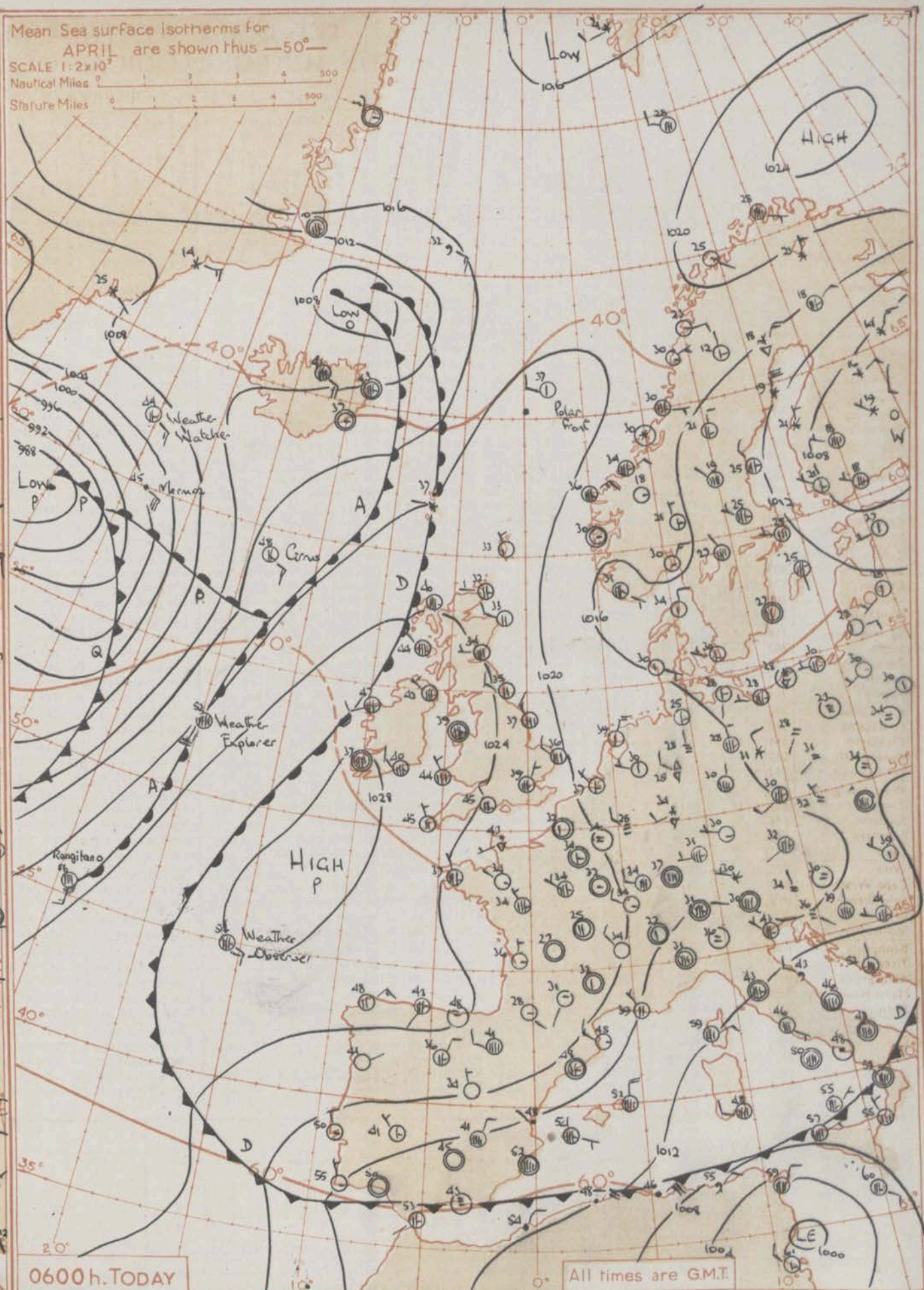
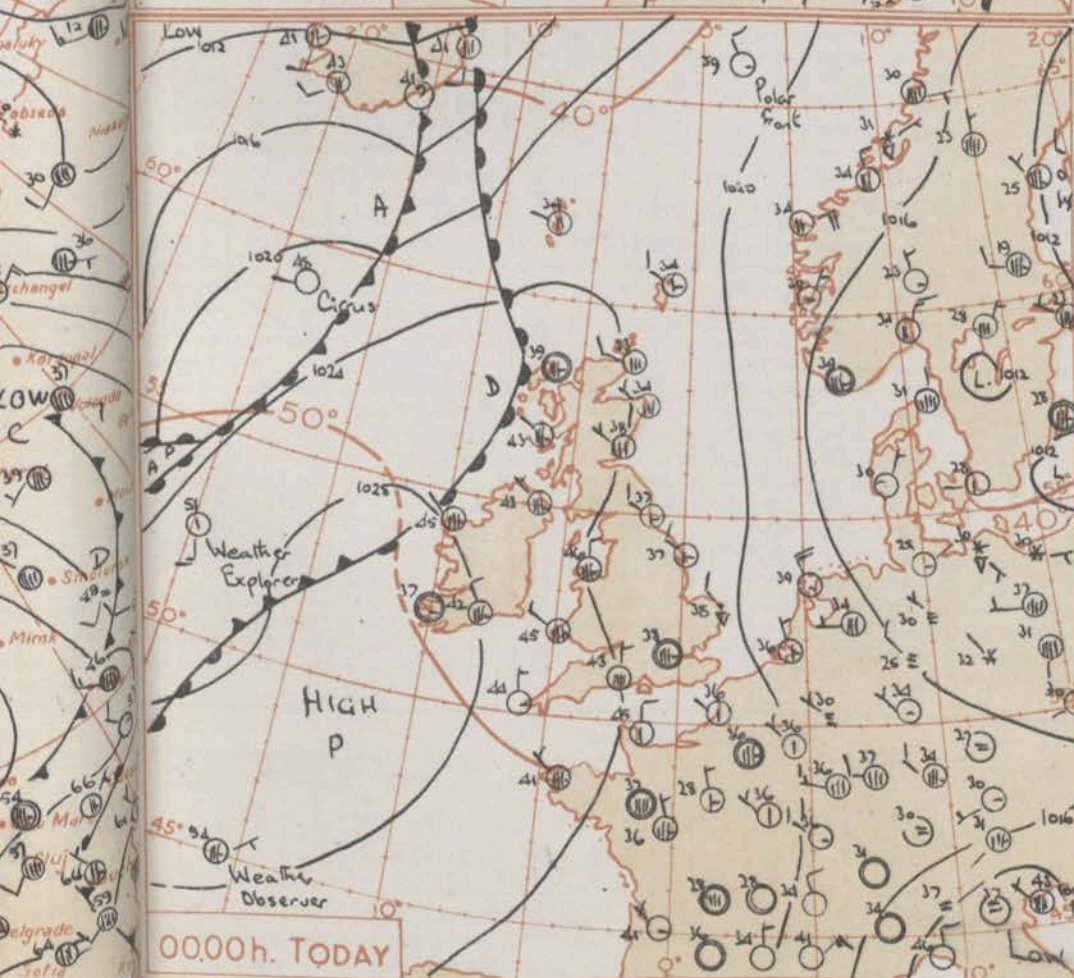
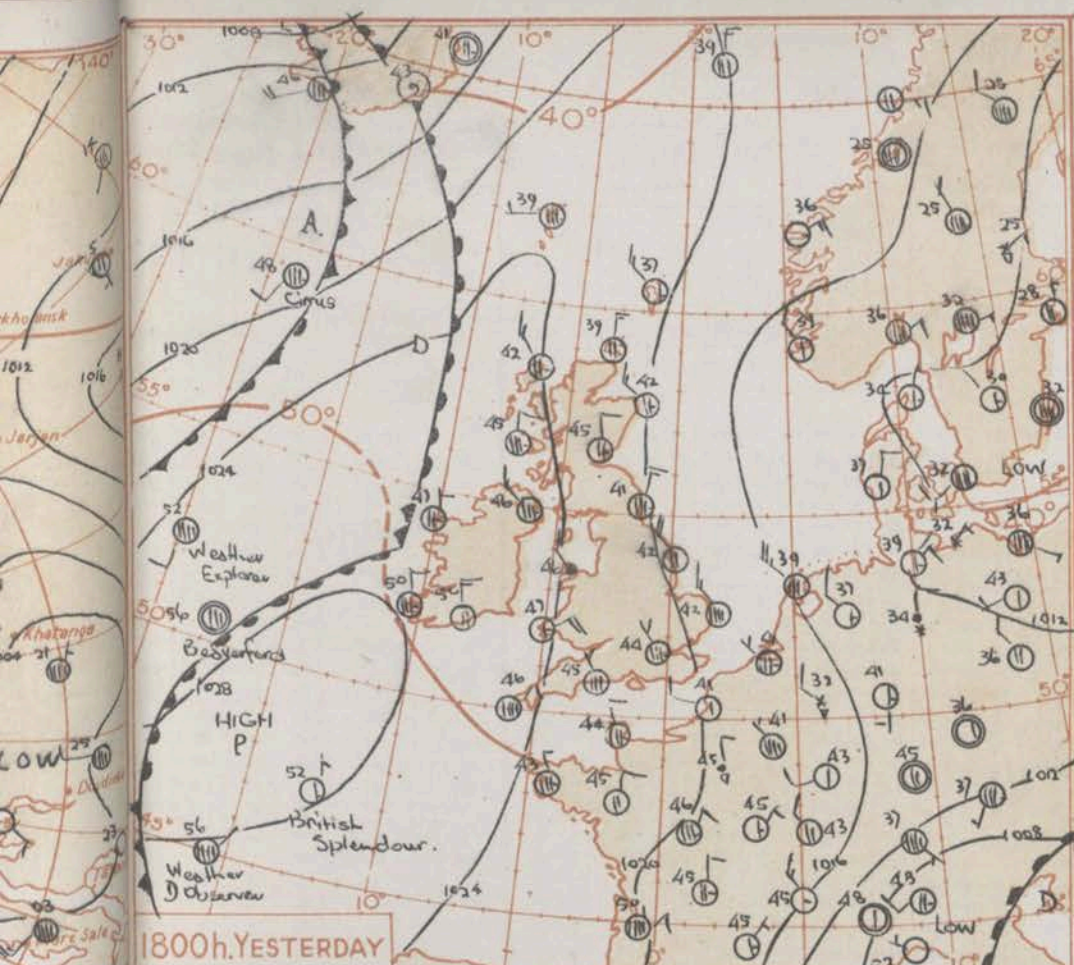
* Information not usually received.

12h. Ships Reports																										18h. Ships Reports																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
Code F.M.21.A						Ship	LAT.	LONG.	Total Cloud	Wind Direction	Speed	Weather Visibility	Present	Past	Bar at M.S.L. Dry Bulb Temp.	Cloud				Course	Bar	Temp.	Waves		Ship	LAT.	LONG.	Total Cloud	Wind Direction	Speed	Weather Visibility	Present	Past	Bar at M.S.L. Dry Bulb Temp.	Cloud				Course	Bar	Temp.	Waves																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
Sea	Temp.	Dew Point	Direction	LAT.	LONG.											N	dd	ff	VV				ww	W											PPP	TT	Nh	CL				h	CM	CH	Ds	Vs	a	pp	TsTs	TdTd	dwdw	Pw	Hw	TsTs	TdTd	dwdw	Pw	Hw	N	dd	ff	VV	ww	W	PPP	TT	Nh	CL	h	CM	CH	Ds	Vs	a	pp	TsTs	TdTd	dwdw	Pw	Hw																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
TsTt	TdTd	dwdw																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	

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

CHART OF WEATHER IN PART OF NORTHERN HEMISPHERE





GENERAL SYNOPTIC DEVELOPMENT

The anticyclone off southern Ireland yesterday has moved southwards and is expected to be almost stationary to the west of the Discay area. A weak trough has moved south-southeast from the Hebrides to the English Channel. A ridge developed behind it and prevented the milder air from spreading into northern districts as soon as expected. The warmer air is likely to move slowly across Scotland into northern England by tomorrow.

Issued at Mid-day today Saturday 13th April 1957

FORECAST FOR BRITISH ISLES until noon tomorrow

Scotland and Northern Ireland will be rather cloudy with occasional rain or drizzle and some of this may affect northwest England and west Wales later. Elsewhere over England and Wales there will be sunny periods, and scattered showers will die out in the evening with slight frost developing at night. Afternoon temperatures mostly near the seasonal normal but slightly below over much of England and Wales.

OUTLOOK FOR further 24 hours... Mainly dry but rather cloudy. Some rain or drizzle in the northwest. Temperatures near normal.

THE DAILY WEATHER REPORT
OF THE METEOROLOGICAL OFFICE, LONDON

OBSERVATIONS at 00h. G.M.T. 13th April 1957																									OBSERVATIONS at 06h. G.M.T. 13th April 1957																									OBSERVATIONS during NIGHT									
Code FM 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	21h. to 03h.	03h. to 09h.	Min. °F	Min. °C	Rain 21h. to 09h. in.	State of sky
			(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	*	*	*	*	*	*	39	*	*	*	*	*	*	33	1	00	7	6	50	*	*	*	*	*	*	5	03	14	56	02	2	237	39	5	5	6	0	0	30	3	08	5	6	45	-	-	39	27	-	-	-	-					
	London Airport	772	7	00	00	56	03	2	219	38	7	5	7	-	-	33	1	00	7	6	50	*	*	*	*	*	*	5	03	07	58	01	2	226	39	3	5	6	-	-	33	2	09	3	6	35	7	6	50	-	-	37	33	-	-	-	-		
	Tangmere	874	4	24	02	40	03	1	227	35	4	0	9	3	0	31	2	07	4	3	60							8	03	04	58	6	6	219	39	8	5	5	-	-	37	5	02	8	6	23	-	pro	35	24	0.1	0.1							
	Hurn	862	7	28	05	62	03	6	230	34	7	0	9	3	-	34	1	01	7	3	58							6	31	09	62	03	6	223	42	6	5	3	-	38	5	01	2	8	22	5	6	35	-	pro	34	26	0.1	0.1					
	Guernsey	894	2	01	06	79	01	6	243	46	2	1	4	0	0	36	2	06	2	9	18							6	33	10	81	21	6	238	42	5	5	5	2	-	42	7	04	5	6	30	-	pro	42	35	0.4	0.4							
	Felixstowe	697	0	31	10	61	02	1	207	37	0	0	9	0	-	34	3	03										2	32	07	56	02	0	210	36	2	5	6	0	0	33	2	02	2	6	35	-	pro	35	31	-	-							
	Gorleston	497	7	34	10	52	00	8	203	38	7	3	5	-	-	34	1	00	7	9	25							6	30	08	62	27	8	209	36	3	8	4	0	0	33	1	06	3	8	18	-	pro	34	30	-	-							
	Mildenhall	578	1	31	08	66	02	8	213	34	1	4	7	0	0	33	4	00	1	6	56							2	33	05	48	10	0	209	31	2	5	7	0	0	29	1	06	2	6	56	-	pro	30	23	Tr	Tr							
	Cardington	559	7	26	02	32	35	9	219	37	7	5	6	-	-	35	0	01	7	6	45							0	29	02	57	01	1	229	35	0	0	9	0	0	33	1	08			2	6	56	-	pro	30	23	Tr	Tr					
	West Raynham	485	3	31	09	74	35	8	205	37	3	2	5	0	0	32	4	00	3	8	25							5	31	09	66	03	8	217	35	4	3	4	6	0	32	2	09	4	9	18	-	pro	34	31	3	3							
	Wittering	462	7	35	02	43	03	2	230	37	7	5	6	-	-	33	2	01	7	6	32							1	32	10	48	03	1	231	33	1	5	7	0	0	30	2	07	1	6	50	-	pro	32	28	-	-							
	Boscombe Down	746	8	31	05	37	21	6	235	36	9	0	9	7	-	33	4	03	9	3	58							7	03	07	58	02	2	228	39	4	6	3	-	36	3	05	4	7	06	7	6	28	-	pro	35	24	Tr	Tr					
	Ross-on-Wye	627	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	1	34	04	24	02	1	240	36	1	8	5	0	0	33	2	12	1	6	25	-	pro	36	31	Tr	Tr							
	Bristol	628	7	26	05	74	02	2	231	42	7	5	6	-	-	33	9	04	7	6	40							3	02	11	63	01	2	236	38	3	9	5	0	0	35	3	13	2	8	20	-	pro	37	32	-	-							
	Aberporth	502	7	30	12	66	25	8	237	45	7	8	4	-	-	39	7	07	4	8	18							2	35	10	74	03	2	236	42	3	8	5	0	1	35	2	12	3	8	20	-	pro	41	37	0.5	0.5							
	Pembroke Dock	604	7	30	09	66	21	6	232	45	7	5	6	-	-	39	1	03	7	6	30							6	35	08	74	01	2	250	44	4	5	5	0	6	41	4	00	4	6	25	-	pro	43	41	Tr	Tr							
	Plymouth	827	7	31	04	58	03	1	251	41	7	5	7	-	-	35	0	07	7	6	50							7	31	07	74	02	6	246	44	6	8	5	3	-	39	5	04	1	8	25	5	6	50	6	3	58	-	pro	43	30	0.4	0.4	
	Chivenor	707	7	35	12	66	03	8	293	45	7	5	6	-	-	39	0	02	7	6	40							6	02	08	82	03	8	251	45	1	2	5	3	-	38	3	03	1	8	20	3	7	59	-	pro	43	42	0.4	0.4				
	St. Mawgan	817	1	00	00	76	01	1	259	41	1	5	7	0	0	36	1	04	1	6	56							6	34	09	82	02	1	257	44	6	8	5	-	39	5	03	2	8	20	6	6	40	-	pro	39	28	-	-					
	Culdrose	809	5	35	08	91	03	1	262	39	5	5	6	-	-	35	2	08	5	6	40							4	31	08	82	03	0	262	40	2	8	5	0	5	37	4	00	1	8	20	4	0	70	-	pro	35	26	-	-				
	Scilly	804	1	36	07	92	02	1	265	44	1	8	5	0	0	35	1	06	1	8	20							4	35	06	82	03	0	265	45	4	8	4	0	0	39	4	00	1	8	17	4	6	27	-	pro	41	-	-	-				
	Elmdon	534	4	36	02	37	63	6	219	38	8	5	4	-	-	37	8	02	8	6	12							0	34	06	48	10	6	243	32	0	0	9	0	0	31	2	14			1	0	75	-	pro	31	21	3	3					
	Shawbury	414	7	31	14	66	21	8	221	41	5	6	4	-	-	39	5	06	5	7	15							1	33	06	49	10	1	249	31	0	0	9	0	1	30	2	09	1	0	75	-	pro	31	23	1	1							
	Manchester	334	5	03	05	40	02	6	229	37	5	5	6	0	0	35	2	18	5	6	40							1	00	00	19	12	1	244	31	1	5	6	0	0	29	2	06	1	6	40	-	pro	31	23	1	1							
	Squires Gate	318	7	36	12	74	02	8	238	46	7	8	5	-	-	39	2	01	3	8	25							1	08	02	19	11	0	244	29	1	2	5	7	1	28	4	00	1	8	25	-	pro	27	22	-	-							
	Valley	302	7	36	12	74	02	8	238	46	7	8	5	-	-	39	2	01	3	8	25							7	00	00	81	03	1	245	29	5	8	5	3	2	34	2	05	2	8	25	5	6	25	-	pro	34	27	Tr	Tr				
	Ronaldsway	204	2	02	07	86	02	0	245	37	2	2	5	0	0	33	2	18	2	8	20							4	34	06	86	02	2	246	36	2	8	5	0	2	32	7	01	1	8	20	3	0	70	-	pro	34	27	-	-				
	Silloth	214	2	34	06	86	02	1	244	33	1	5	6	3	0	30	2	12	1	6	45							7	03	04	86	02	1	248	34	7	5	7	2	-	31	3	02	7	6	50	-	pro	32	25	-	-							
	Watnall	354	7	00	00	48	21	6	224	38	7	5	6	-	-	34	7	04	7	6	45							1	35	02	37	02	0	239	22	1	0	9	3	0	30	2	09	1	3	58	-	pro	32	27	0.2	0.2							
	Spurn Head	396	3	30	10	60	02	0	203	37	3	2	5	0	0	34	2	07	3	8	25							6	34	16	56	03	8	219	37	6	3	5	-	37	2	10	6	9	20	-	pro	39	-	0.3	0.3								
	Lindholme	362	0	32	07	58	03	6	221	31	0	0	9	0	0	29	2	05										1	31	06	40	02	0	233	30	1	5	6	0	0	28	2	05	1	6	40	-	pro	28	22	Tr	Tr							
	Dishforth	261	0	30	08	43	01	6	226	35	0	0	9	0	0	31	2	07										1	30	10	66	02	0	234	31	1	5	6	0	0	27	5	00	1	6	40	-	pro	28	23	-	-							
	Tynemouth	262	3	32	11	61	02	8	228	37	3	2	6	0	0	32	2	08	2	8	40							4	32	12	66	02	2	234	35	4	2	6	0	0	31	2	05	4	8	36	-	pro	33	30	0.5	0.5							
	Eskdalemuir	162	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	5	00	00	82	03	1	249	25	5	5	7	0	0	22	4	00	5	6	50	-	pro	25	20	-	-							
	West Freugh	130	7	00	00	82	03	1	247	34	7	5	6	-	-	32	2	05																																									

00h. Ships Reports																								06h. Ships Reports																											
Code FM 21.A		LAT. LONG.		Wind		Weather		Bar at M.S.L.		Dry Bulb Temp.		Cloud				Course		Bar		Temp.		Waves				LAT. LONG.		Wind		Weather		Bar at M.S.L.		Dry Bulb Temp.		Cloud				Course		Bar		Temp.		Waves					
Ship				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	Ship				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
	LtLsLtS	LoLoLo	N	dd	ff	VV	ww	W	PPP	TT	Nh	CL	h	CM	CH	CH	Ds	Vs	s	pp	TsTsTdTd	dwdwPw	Hw		LtLsLtS	LoLoLo	N	dd	ff	VV	ww	W	PPP	TT	Nh	CL	h	CM	CH	CH	Ds	Vs	s	pp	TsTsTdTd	dwdwPw	Hw				
CIRRUS	590	167	0	26	02	70	01	1	205	48	0	0	9	4	0	0	1	1	04	51	45	20	4	3	CIRRUS	589	190	5	15	15	70	03	1	168	48	4	5	5	0	1	4	1	8	22	51	45	20	4			
WEATHER EXPLORER	526	195	2	17	14	98	02	0	253	51	0	0	9	0	8	0	0	7	05	50	48	18	5	3	WEATHER EXPLORER	526	195	2	17	21	98	03	1	210	52	4	5	6	7	0	0	8	24	01	48	18	5				
WEATHER OBSERVER	449	161	7	04	04	98	01	2	185	54	7	5	7	-	-	0	0	8	01	52	43	04	3	2	WEATHER OBSERVER	450	162	7	10	10	98	02	2	226	54	7	8	7	-	0	0	7	02	53	45	04	3				
POLAR FRONT	660	320(E)	1	35	15	99	01	1	204	39	1	8	4	6	0	0	0	2	03	55	27	59	-	2	POLAR FRONT	660	020(E)	2	29	08	99	02	0	207	37	1	1	4	6	0	0	0	8	03	55	21	49				
TEMNOZ	608	303	4	17	14	70	03	1	132	45	0	0	7	0	7	3	4	8	05	51	39	18	5	4	TEMNOZ	601	290	8	12	32	40	65	1	003	45	8	7	4	-	3	4	7	80	51	45	13					
WEATHER WATCHER	628	249	3	24	17	98	02	2	115	45	2	2	5	7	0	0	6	3	2	06	00	38	24	3	4	WEATHER WATCHER	625	302	5	13	15	98	02	1	071	44	5	5	5	0	0	6	3	7	33	51	37	13			
U.S. SHIP "C"	528	355	7	27	20	69	02	5	998	43	6	2	5	7	0	0	0	3	29	53	36	29	-	4	U.S. SHIP "C"	528	355	8	23	21	69	01	8	034	44	2	2	4	6	2	0	0	2	12	54	39	49				
U.S. SHIP "D"	440	410	8	29	18	58	63	2	165	50	8	0	4	2	-	0	0	2	20	59	46	27	2	4	U.S. SHIP "D"	440	410	8	32	20	65	02	2	178	49	8	5	5	-	0	0	3	14	60	38	30					
CUNULUS	505	006	6	32	13	65	02	2	216	45	0	0	9	5	0	5	3	2	13	54	36	30	2	2	CUNULUS	505	021	6	33	19	65	01	2	217	46	6	8	4	0	0	6	3	6	04	54	41	30				
LISNOBIA	536	250	2	16	30	96	63	6	138	51	8	6	5	-	-	6	5	7	60	01	49	16	6	7	RANDITANO	452	245	2	18	13	98	02	4	228	56	2	4	4	-	1	6	4	00	50	55	18					

* Information not usually received.

H.M.S.O. Press, M.O. Durr

THE DAILY WEATHER REPORT
OF THE METEOROLOGICAL OFFICE, LONDON

Date of Issue..... Sunday 14th April

1957

OBSERVATIONS at 12h. G.M.T. 13th April 1957

OBSERVATIONS at 18h. G.M.T. 13th April 1957

OBSERVATIONS during DAY

Time during day		Code F.M.11 A		Station		Total Cloud		Wind		Weather		Bar at M.S.L.		Dry Bulb Temp.		Cloud		Bar		Cloud Layers		Dew Point Temp.		Total Cloud		Wind		Weather		Bar at M.S.L.		Dry Bulb Temp.		Cloud		Bar		Cloud Layers		Dew Point Temp.		Weather		Max. Temp. 09h. to 21h.		Sunshine		Rain 09h. to 21h.		State of ground 21h.									
Min. °F	Min. °C	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 in 3 hours	Amount	Form	Height	Amount	Form	Height	Total Cloud	Direction	Speed	Visibility	Present	Past	Bar at M.S.L.	Dry Bulb Temp.	Amount	Low	Height	Medium	High	Dew Point Temp.	Character in 3 hours	Amount	Form	Height	Amount	Form	Height	Weather	09h. to 15h.	15h. to 21h.	(53)	(54)	(55)	(56)								
(53)	(54)			(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)
89	27	New London Airport	775	6	03	10	62	03	1	241	45	6	8	6	0	0	27	1	01	4	8	30	3	6	30	2	34	08	58	01	0	237	49	1	8	6	2	1	26	7	01	1	8	30			45	43	-	0									
37	33	London Airport	772	6	36	06	61	02	2	240	47	6	1	5	0	0	28	0	00	6	8	27			2	34	05	02	01	1	236	47	1	1	6	0	1	28	6	03	1	8	30			51	49	-	0										
35	24	Langmere	874	5	02	11	74	01	6	254	47	5	2	6	0	0	28	0	03	5	8	30			4	33	09	80	02	1	240	45	2	8	6	0	0	25	5	08	2	8	30			51	49	-	0										
34	26	Langmere	862	5	24	13	66	01	1	246	47	5	2	6	0	0	27	0	04	5	8	30			3	33	08	60	01	1	245	47	2	8	6	0	0	30	5	03	3	8	40			50	48	-	0										
34	26	Guernsey	894	5	36	16	70	01	2	250	47	5	4	6	0	0	27	2	07	5	8	18			1	36	10	60	01	1	258	46	1	1	8	0	0	35	3	03	1	8	28			48	46	-	0										
42	35	Helixstowe	697	6	35	12	66	25	8	224	43	3	4	6	0	0	36	2	07	1	7	10	3	4	30	6	34	06	60	01	8	233	44	6	9	8	0	0	34	3	04	6	9	22			47	45	-	0									
35	31	Corleston	497	6	32	13	64	25	8	222	43	4	2	5	7	0	32	2	09	4	8	20			1	34	13	64	03	8	227	44	1	3	8	0	0	35	5	01	1	3	20			46	44	-	0										
34	30	Mildenhall	578	3	03	07	66	02	1	233	48	3	2	5	3	0	24	0	08	3	8	25			3	03	02	80	01	8	238	45	3	0	9	3	1	3	3	58			48	46	-	0													
30	23	Cardington	559	6	26	10	66	80	1	241	46	6	3	5	0	0	34	0	01	6	9	20			4	36	02	86	0	0	235	47	4	5	6	0	0	32	5	03	4	6	40			48	46	-	0										
34	26	West Raynham	485	6	01	12	74	27	8	234	43	6	4	9	0	3	34	1	03	4	9	20			3	01	06	74	02	8	238	43	3	4	8	0	0	34	2	03	2	6	25			46	44	-	0										
34	26	Wittering	462	7	32	12	66	02	2	242	47	7	2	5	0	0	24	8	01	7	8	20			6	09	07	74	01	2	240	44	6	5	6	0	0	35	3	01	6	6	35			50	48	-	0										
32	28	Loscombe Down	746	4	03	07	74	02	0	248	47	4	2	5	0	0	27	6	04	4	8	28			6	35	03	84	02	2	246	47	6	5	7	0	0	31	6	02	6	6	45			49	47	-	0										
35	24	Loss-on-Wye	627	7	01	09	71	03	1	264	47	7	8	6	0	0	27	4	00	6	6	30			7	30	08	84	02	1	245	48	7	8	6	0	0	38	6	03	2	8	25			51	49	-	0										
36	31	Bristol	628	7	02	10	74	01	1	257	48	3	1	5	0	5	39	5	02	3	8	27			7	23	06	63	02	1	245	48	7	8	6	0	0	35	6	04	3	8	30			51	49	-	0										
37	32	Aberporth	502	3	32	10	83	02	1	267	47	3	8	9	0	2	40	2	05	2	8	20			7	29	06	83	03	1	260	46	1	2	5	3	0	38	5	02	1	8	20			50	48	-	0										
41	37	Embroke Dock	604	5	03	06	81	02	1	262	52	5	1	5	0	2	34	0	08	5	8	28			3	29	08	83	03	1	263	50	3	5	6	0	0	42	2	01	3	8	40			54	52	-	0										
43	41	Plymouth	827	6	03	11	82	01	2	260	50	1	1	5	0	2	33	2	07	1	8	22	6	0	78	6	32	10	74	03	8	261	49	6	8	5	0	0	41	5	08	1	8	25			53	51	-	0									
39	30	Chivenor	707	4	01	13	92	01	1	264	50	1	1	5	0	2	34	2	05	1	8	25	4	0	70	4	33	12	82	01	8	260	50	4	8	5	0	0	47	7	05	1	8	25			52	50	-	0									
43	41	C. E. Flanagan	800	4	34	14	80	01	1	270	48	3	2	5	0	2	42	3	04	3	2	25	3	0	75	3	27	11	82	01	1	270	48	3	2	5	0	0	41	3	01	2	8	25			50	48	-	0									
39	28	Culdrose	809	7	34	12	82	02	2	271	50	4	2	4	0	8	32	1	04	4	8	18	6	2	70	2	24	12	83	02	0	272	48	2	2	4	0	0	38	3	01	2	8	20			51	49	-	0									
35	24	Ilcilly	804	2	33	09	93	03	0	279	54	1	1	3	0	0	41	2	09	1	8	22			5	35	02	83	02	1	273	49	5	8	5	0	0	39	8	09	3	8	25			54	52	-	0										
34	26	Ilmdon	534	6	36	20	94	02	1	249	47	6	1	6	0	0	37	0	00	6	8	35			3	32	13	50	04	2	249	46	2	8	5	0	0	33	5	01	1	8	30			49	47	-	0										
41	39	Shawbury	414	7	33	10	74	03	1	245	47	7	8	5	0	0	32	8	05	2	8	26	7	6	50	7	23	10	80	02	8	250	46	7	8	5	0	0	39	0	01	1	8	25			49	47	-	0									
31	21	Manchester	334	6	30	04	98	02	1	248	46	6	8	6	3	0	32	8	04	3	8	30	5	6	50	7	34	12	59	02	1	243	47	7	8	6	0	0	37	3	03	1	8	35			50	48	-	0									
31	23	Quiries Gate	318	7	31	09	69	02	1	253	47	5	8	9	2	0	34	7	01	1	8	22	5	6	45	7	27	10	74	02	2	245	47	7	8	5	0	0	41	7	06	1	8	22			49	47	-	0									
29	25	Valley	302	7	33	08	87	02	2	262	49	7	8	8	0	0	38	2	04	4	8	25	7	6	50	7	28	06	82	00	2	255	47	7	8	5	0	0	39	3	02	7	6	40			52	50	-	0									
27	22	Donaldsway	204	7	34	09	86	02	2	258	47	7	2	4	0	0	34	2	03	2	8	15	7	9	18	2	26	09	89	02	1	250	49	2	8	5	0	0	38	6	02	1	8	25			52	50	-	0									
34	27	Illoth	214	7	24	06	62	02	2	251	46	5	5	6	3	0	36	7	03	5	6	30	7	3	59	7	23	10	74	02	8	239	47	4	8	5	0	0	43	5	04	1	8	20			48	46	-	0									
34	27	Watnall	354	5	36	12	74	02	1	243	45	5	2	5	0	0	26	1	06	5	8	35	7	3	59	7	35	03	48	02	2	239	46	7	8	5	0	0	33	4	00	7	6	30			49	47	-	0									
32	25	Spurn Head	396	6	30	18	60	03	8	230	41	6	3	5	0	0	30	2	05	6	9	26			5	01	10	60	03	1	235	43	5	2	5	0	0	36	4	00	3	8	28			46	44	-	0										
32	25	Indholme	362	6	32	17	82	02	8	242	48	6	2	6	0	0	36	2	08	6	9	30			7	06	06	74	02	2	236	47	3	5	5	0	0	33	5	02	3	8	28			50	48	-	0										
39	27	Dishforth	261	4	33	13	83	01	1	237	48	3	8	6	0	2	26	8	04	3	8	30			7	01	07	74	02	2	238	46	7	8	6	0	0	33	3	06	2	8	30			51	49	-	0										
28	22	Plymouth	262	5	02	09	66	03	1	243	44	5	6	9	3	1	35	7	02	5	2	58			5	02	05	66	02	1	243	43	5	0	9	3	0	33	5	00	5	3	58			45	43	-	0										
28	23	Skdalemuir	162	7	32	06	66	25	8	236	45	7	8	6	0	0	36	2	02	2	8	28	7	6	35	7	31	07	66	00	8	238	44	2	8	5	0	0	39	3	06	1	8	25			51	49	-	0									
33	30	West Freugh	130	5	34	04	82	01	1	249	48	5	8	9	0	0	34	8	01	2	8	25	4	6	40	2	28	07																															

12h. Ships Reports

18h. Ships Reports

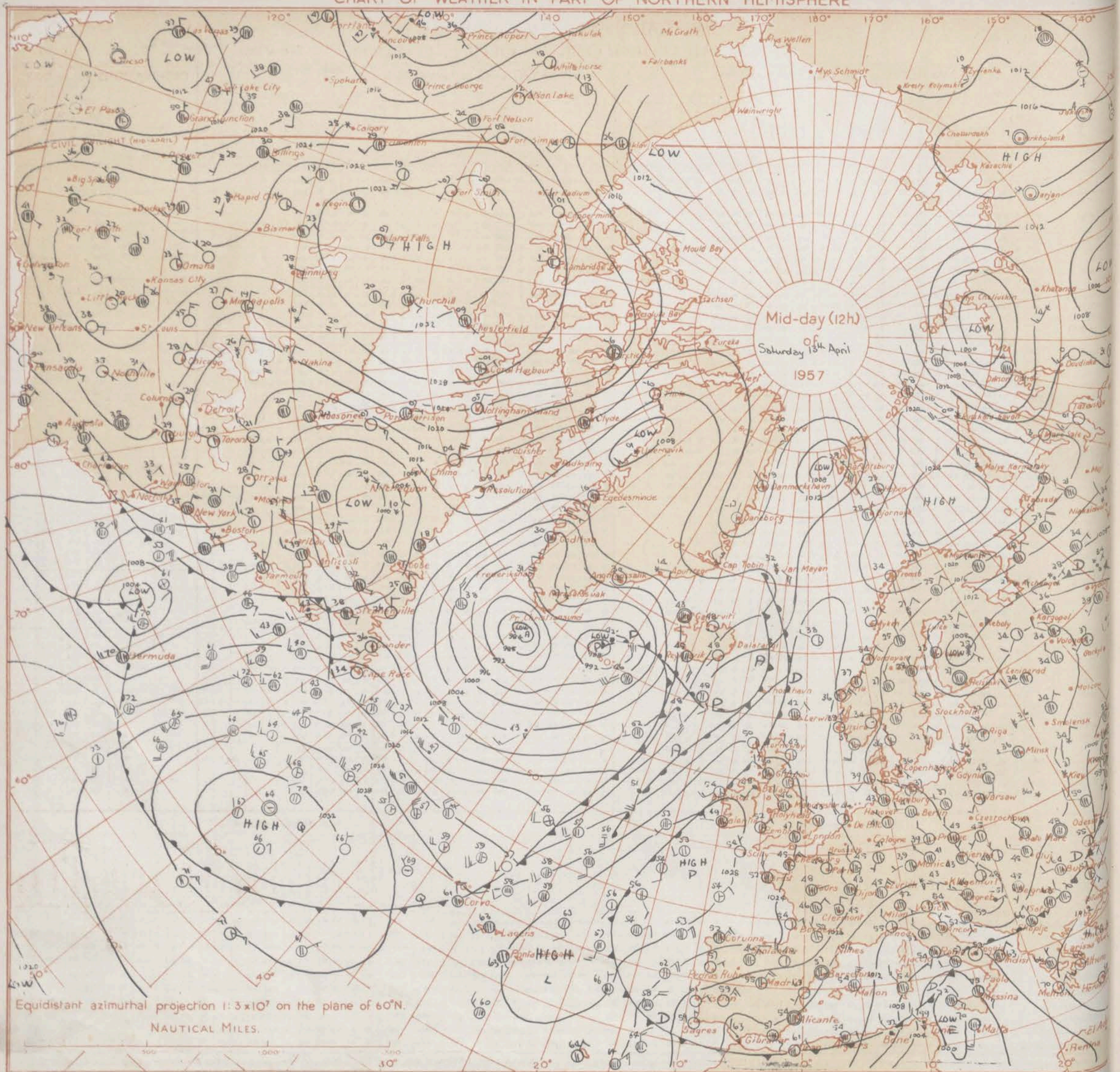
[illegible]

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

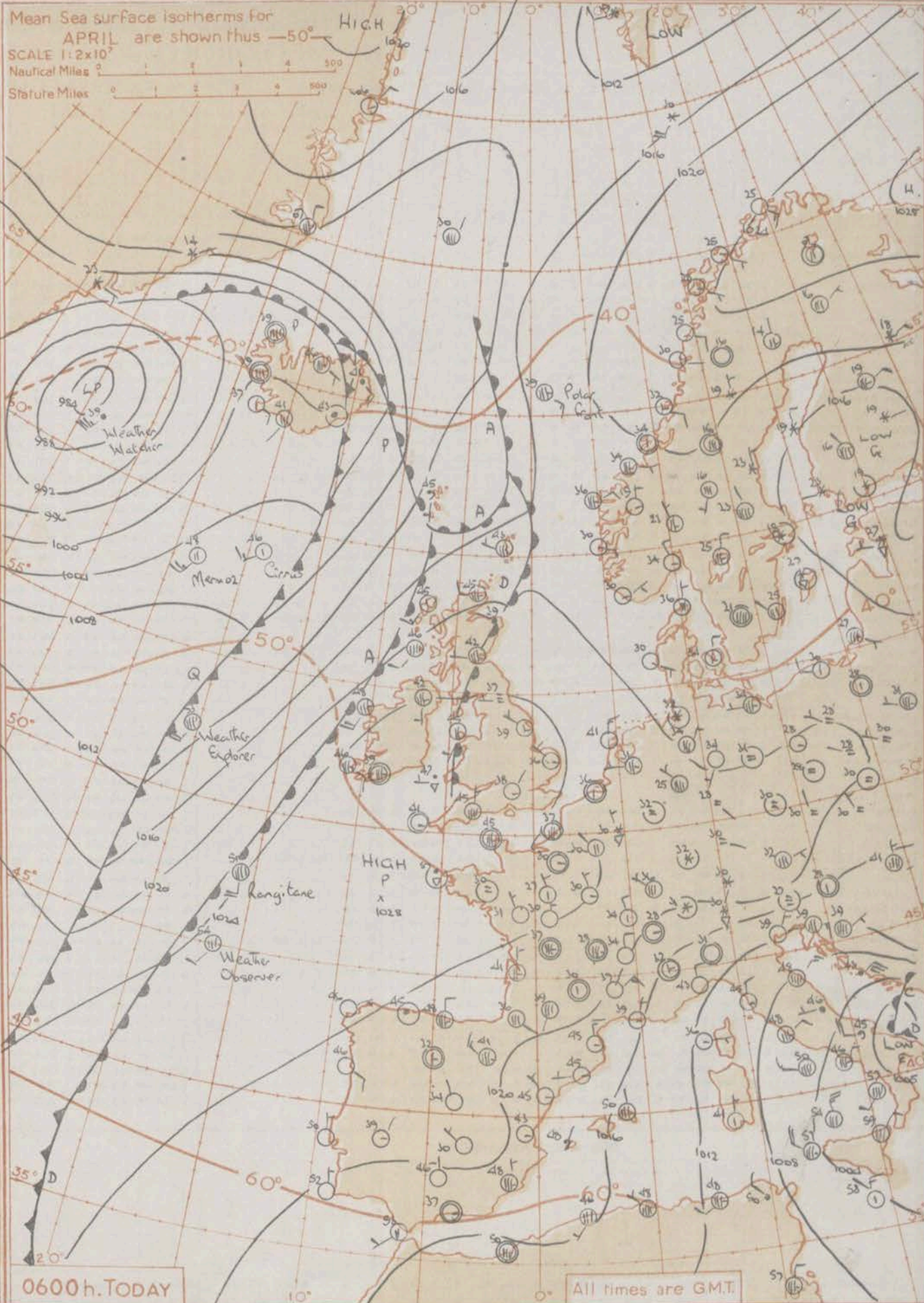
^a Information not usually received.

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

CHART OF WEATHER IN PART OF NORTHERN HEMISPHERE



Mean Sea surface isotherms for
APRIL are shown thus —50°
SCALE 1:2x10⁵
Nautical Miles 0 1 2 3 4 500
Statute Miles 0 1 2 3 4 500



Issued at mid-day today Sunday 14th April 1957

FORECAST FOR BRITISH ISLES until noon tomorrow

Scotland and Northern Ireland will be rather cloudy with occasional rain perhaps more continuous in the west tonight but becoming brighter during the morning. In England and Wales it will be mainly dry at first but north England and Wales will probably become cloudy with rain at times in the morning. Temperatures will be near the seasonal normal.

OUTLOOK FOR next 24 hours: Sattered showers and sunny periods in the north. Occasional rain in England and Wales becoming brighter. Temperatures near normal.

All times are GMT.

1

THE DAILY WEATHER REPORT OF THE METEOROLOGICAL OFFICE, LONDON

OBSERVATIONS at 00h. G.M.T. (14th April 1957)																								
OBSERVATIONS at 06h. G.M.T. (14th April 1957)																								
OBSERVATIONS during NIGHT																								
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
			(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)	(20)	(21)	(22)
	Kew	775	*	*	*	*	*	*	42	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	London Airport	772	1	00	00	30	03	1	247	42	7	5	7	-	-	30	6	01	7	6	50	*	*	*
	Tangmere	874	7	30	02	59	02	1	246	40	7	5	7	-	-	33	7	04	7	6	50	*	*	*
	Hurn	862	3	30	04	59	01	1	249	40	1	5	6	3	0	35	2	04	1	6	40	3	3	59
	Guernsey	894	8	32	06	70	03	2	263	49	5	8	5	7	-	40	3	03	4	8	20	5	6	35
	Felixstowe	697	6	32	07	63	03	1	239	40	6	5	7	0	0	36	7	01	6	6	50	*	*	*
	Gorleston	497	7	30	12	62	01	6	239	37	7	7	4	-	-	30	2	02	7	7	10	*	*	*
	Mildenhall	578	7	32	02	56	03	2	244	39	7	5	6	-	-	36	2	02	7	6	45	*	*	*
	Cardington	559	8	05	02	64	02	2	246	38	8	5	6	-	-	37	7	03	8	6	48	*	*	*
	West Raynham	485	6	29	02	46	01	1	242	39	6	5	6	0	0	35	2	02	6	6	35	*	*	*
	Wittering	462	6	33	01	58	01	2	247	38	6	5	6	-	-	35	0	01	6	6	45	*	*	*
	Boscombe Down	746	6	00	00	50	02	2	258	40	6	5	7	-	-	35	2	03	6	6	50	*	*	*
	Ross-on-Wye	627	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	Bristol	628	4	34	02	66	02	1	240	42	4	0	9	3	0	38	2	06	4	3	62	*	*	*
	Aberporth	502	8	00	00	43	03	6	258	45	8	8	4	-	-	42	7	07	4	8	16	2	6	35
	Pembroke Dock	604	7	20	04	51	02	3	264	47	7	5	6	-	-	43	2	00	7	6	40	*	*	*
	Plymouth	827	7	00	00	61	02	9	269	43	7	5	6	-	-	40	1	01	7	6	45	*	*	*
	Chivenor	707	7	33	12	82	02	2	271	46	7	5	6	0	0	42	0	03	7	6	40	*	*	*
	St. Mawgan	817	7	35	06	82	02	2	271	45	7	5	6	-	-	38	7	02	7	6	40	*	*	*
	Culdrose	809	2	00	00	52	02	0	276	41	2	0	9	3	0	36	0	02	2	3	60	*	*	*
	Scilly	804	1	00	00	52	02	0	276	42	1	5	4	0	0	40	4	00	1	6	15	*	*	*
	Elmdon	534	4	31	06	57	10	2	250	40	4	0	9	3	0	38	2	02	4	3	63	*	*	*
	Shawbury	414	7	27	06	62	02	2	255	40	4	0	9	3	0	37	5	04	4	6	43	6	3	58
	Manchester	334	7	30	09	56	03	6	252	43	3	5	4	0	0	39	3	03	2	6	18	7	6	30
	Squires Gate	318																						
	Valley	302	7	30	02	62	02	6	256	46	7	8	4	-	-	42	8	03	5	8	14	7	6	35
	Ronaldsway	204	1	00	00	53	02	0	257	42	1	6	4	0	0	41	4	00	1	7	10	*	*	*
	Silloth	214	0	22	05	56	01	8	248	40	0	0	9	0	0	39	4	00						
	Watnall	354	5	00	00	48	01	2	250	38	5	5	7	0	0	33	2	03	5	6	50	*	*	*
	Spurn Head	396	1	32	09	63	01	1	239	39	1	5	6	0	0	36	4	00	1	6	30	*	*	*
	Lindholme	362	7	00	00	54	02	2	249	36	7	5	6	-	-	34	3	02	7	6	45	*	*	*
	Dishforth	261	7	00	00	64	03	2	248	39	7	5	7	-	-	32	4	01	7	6	56	*	*	*
	Tynemouth	262	4	00	00	32	01	1	244	41	4	0	9	4	0	35	8	02	4	3	59	*	*	*
	Eskdalemuir	162	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	West Freugh	130																						
	Prestwick	135	1	11	03	62	02	1	244	39	1	5	7	0	0	36	8	01	1	6	56	*	*	*
	Renfrew	141	4	24	03	58	04	2	239	37	4	5	7	0	0	30	7	02	4	6	50	*	*	*
	Leuchars	171	1	00	00	74	02	1	230	36	0	0	9	0	1	32	8	01	1	6	75	*	*	*
	Dyce	091	6	26	02	66	03	1	235	35	1	5	7	3	-	34	8	04	1	6	56	6	3	60
	Wick	075	7	19	03	50	01	6	211	43	7	5	6	-	-	38	7	08	7	6	30	*	*	*
	Cape Wrath	049	8	23	05	74	02	6	207	45	8	6	5	-	-	45	4	00	8	7	20	*	*	*
	Sule Skerry	010	8	25	09	81	03	8	202	47	8	5	5	-	-	45	7	07	8	6	18	*	*	*
	Lerwick	005	7	19	09	81	03	8	196	40	7	5	5	-	-	37	7	18	7	6	20	*	*	*
	Stornoway	026	7	22	07	66	02	2	212	48	7	8	5	-	-	47	7	03	2	9	24	7	6	35
	Benbecula	022	1	17	09	74	01	6	214	46	1	5	6	0	0	49	7	06	1	6	40	*	*	*
	Tiree	100	7	24	04	74	02	6	212	48	3	5	5	-	-	46	8	03	3	6	20	7	3	62
	Aldergrove	917	7	21	04	62	02	5	207	47	7	5	6	-	-	46	8	03	7	6	30	*	*	*
	Malin Head	980	2	25	10	74	01	6	217	46	2	5	6	0	0	43	6	02	2	6	35	*	*	*
	Belmullet	976	4	29	13	83	03	1	244	46	0	0	9	0	0	41	7	11	4	2	70	*	*	*
	Birr	965	1	00	00	59	01	1	264	39	1	5	6	0	0	36	0	00	1	6	40	*	*	*
	Collinstown	969	0	26	09	59	01	6	257	46	8	5	5	-	-	44	3	00	3	6	37	8	6	40
	Rineanna	962	0	12	01	50	01	0	267	39	0	0	9	0	0	36	4	00						
	Roches Point	952	1	33	05	83	02	8	270	42	1	5	6	0	1	38	0	02	1	6	45	*	*	*
	Valentia	953	7	04	02	86	02	1	269	38	0	0	9	0	2	35	7	06	1	0	70	*	*	*

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	Characteristic	Change in 3 hours	Sea	Dew Point	Direction	Period	Height
LstLst	LoLoLo	N	dd	H	VV	ww	W	PPP	TT	Nh	CL	H	CM	CH	Ds	Vs	a	pp	TsTs	TdTd	LdLd	PwPw	HwHw			
CIRCUIS	590	190	8	28	13	50	61	6	096	46	3	7	3	2	-	6	1	0	02	52	46	18	4	7		
WEATHER EXPLORER	572	198	8	19	21	96	03	6	133	53	8	7	3	-	-	5	1	7	10	01	52	13	4	6		
WEATHER OBSERVER	450	160	6	17	12	99	02	1	270	55	6	4	5	0	2	3	1	8	07	51	43	13	3	1		
POLAR FRONT	660	020E	7	17	13	99	02	2	198	39	7	5	5	-	-	0	0	7	04	53	50	49	x	2		
WEATHER WATCHER	621	335	7	13	34	98	01	6	851	41	7	5	5	-	-	0	0	2	04	52	32	19	3	5		
HERMOS	585	246	4	23	25	70	01	1	035	46	4	2	5	0	3	4	1	16	57	41	20	3	6			
CUMULUS	581	063	0	30	06	70	02	0	273	48	0	0	9	0	7	3	4	00	53	37	30	4	1			
U.S. SHIP "C"	528	355	2	27	23	69	02	8	068	41	2	2	4	0	0	0	0	2	14	56	31	25	4	7		
U.S. SHIP "D"	440	410	2	29	16	69	01	1	284	52	2	5	5	0	0	0	0	2	19	56	44	28	3	4		
VERGELER	387	301	3	30	16	98	03	0	232	59	3	2	4	0	0	2	5	2	04	55	48	28	4	1		

06h. Ships Reports

Ship	LAT.	LONG.	Total Cloud	Wind		Weather			Dry Bulb Temp.	Cloud					Course		Bar	Temp.		Wave				
				Direction	Speed	Visibility	Present	Past		Bar at M.S.L.	Amount	Low	Height	Medium	High	Direction	Speed	Character	Change in 3 hours		Sea	Dew Point	Direction	
	Lat/Lon	Lat/Lon	N	dd	ff	VV	ww	W	PPP	TT	Nh	CL	h	CM	CH	Ds	vs	a	pp	Ts	Ta	Td	dwdw	Ph
CIRCUIS	599	191	2	25	13	70	02	6	063	46	1	2	4	4	0	0	0	3	01	51	41	19	4	
WEATHER EXPLORER	523	200	8	19	21	97	02	2	111	53	5	7	4	7	-	0	0	7	12	01	50	17	4	
WEATHER OBSERVER	450	160	6	20	12	98	03	1	250	54	5	9	6	0	2	0	0	7	09	52	37	17	4	
POLAR FRONT	660	020E	7	15	14	94	19	2	191	39	6	8	5	6	-	0	0	7	04	52	31	49	4	
WEATHER WATCHER	619	330	9	19	35	97	61	6	956	39	5	7	4	2	-	4	1	3	08	52	36	69	4	
MERM02	579	232	4	21	24	70	03	0	041	48	4	8	5	0	0	3	4	2	04	51	41	21	4	
LUM005	505	075	3	22	06	70	03	0	257	48	1	8	5	5	1	7	3	6	04	53	39	30	4	
U.S. SHIP "C"	528	355	8	21	24	61	80	8	092	42	6	2	4	5	-	0	0	2	08	55	36	26	4	
U.S. SHIP "D"	440	410	2	25	12	64	02	0	240	54	2	2	4	0	5	0	0	9	01	55	44	29	4	
RANCATANG	478	152	8	18	18	98	03	2	237	51	8	5	4	0	0	2	6	7	03	52	49	18	4	

THE DAILY WEATHER REPORT
OF THE METEOROLOGICAL OFFICE, LONDON

Date of Issue Monday 15th April 1957

[illegible]

12h. Ships Reports

Time		Ship	LAT.		LONG.		Total Cloud		Wind		Weather		Dry Bulb Temp.		Cloud					Course		Bar		Temp.		Waves			
Sea	Temp.		Lt	Lo	N	dd	W	Speed	Direction	Force	Bar at M.S.L.	Dry Bulb Temp.	Amount	Low	Height	Medium	High	Direction	Speed	Character	Change in 3 hours	Sea	Down Point	Direction	Period	Height			
Ts	Td	ARRAS	590	190	7	22	07	70	03	1	072	46	1	1	4	5	6	0	0	1	02	51	43	25	4	4			
51	41	19	522	198	3	25	12	99	02	1	131	51	3	8	5	3	0	0	0	2	12	51	44	26	4	5			
51	50	17	450	160	5	19	16	99	02	1	253	85	3	8	5	0	1	0	0	4	00	-	-	-	-	-			
52	37	17	460	020(E)	7	17	19	99	15	2	177	41	5	8	4	7	5	0	0	7	14	51	41	19	-	2			
52	31	49	420	229	8	22	34	96	61	6	088	37	6	7	7	2	-	7	1	2	10	55	55	70	4	0			
52	36	69	528	355	6	29	22	69	01	2	157	42	6	2	4	0	0	0	0	2	29	55	55	27	3	7			
51	41	31	440	410	8	20	22	63	02	2	270	57	0	0	9	3	7	0	0	7	15	52	53	23	2	3			
53	39	26	511	091	7	19	18	75	03	2	352	50	6	8	5	5	0	7	3	8	10	51	46	29	4	1			
53	36	26	523	223	7	17	21	70	25	1	060	45	5	9	5	3	0	3	4	2	06	55	41	21	5	3			
55	36	29	514	131	8	19	24	98	02	2	213	51	8	9	2	0	0	0	0	0	00	55	55	20	2	3			

18h. Ships Reports

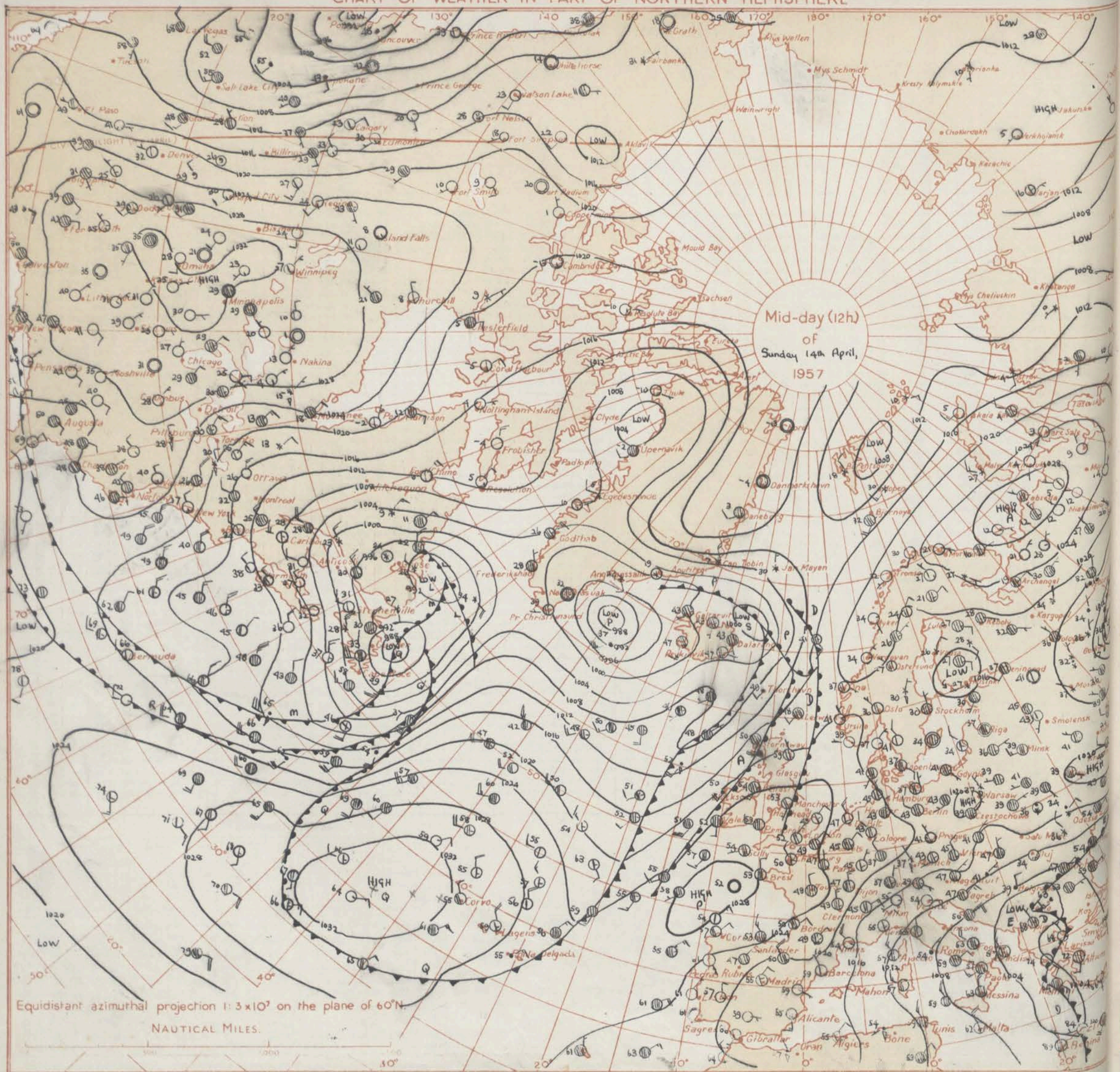
Ship	LAT.	LONG.	Total Cloud	Wind		Weather		Barac M.S.L.	Dry Bulb Temp.	Cloud					Course		Bar	Temp.		Waves					
				Direction	Speed	Visibility	Present			Past	Amount	Low	Height	Medium	High	Direction		Speed	Character	Change in 3 hours	Sea	Dew Point	Direction	Period	Height
	LatLat	LoLoLo	N	dd	#	VV	ww	W	PPP	TT	Nh	CL	h	CM	CH	Ds	Vs	u	pp	TsTs	TdTd	dwdw	Pw	Hw	
CIRRUS	591	188	8	22	15	65	80	2	061	46	6	9	4	4	-	0	0		6	01	82	43	23	4	4
WEATHER EXPLORER	523	197	6	27	16	98	80	8	144	99	4	2	5	3	0	0	0		3	08	53	41	26	4	5
WEATHER OBSERVER	450	160	6	22	20	99	03	1	229	55	5	8	6	2	0	0	0		5	06	51	50	20	3	4
POLAR FRONT	660	020(B)	8	17	26	79	03	2	138	43	3	5	4	2	-	0	0		7	18	52	32	17	3	3
WEATHER WATCHER	622	328	8	26	35	97	02	2	947	38	8	5	5	-	-	0	0		2	35	53	33	26	4	3
U.S. SHIP "C"	528	365	8	18	10	69	02	2	71	44	4	5	5	7	-	0	0		0	03	53	39	22	4	5
U.S. SHIP "D"	440	410	8	18	27	63	02	8	230	59	2	5	6	7	-	0	0		6	22	00	55	20	3	5
PERMOZ	562	205	7	26	16	80	80	8	070	46	7	3	4	-	-	3	4		3	11	54	45	19	5	3
ITALIANA	419	302	1	33	18	98	01	0	306	56	1	1	5	0	0	1	5		7	02	52	43	33	4	4
PARTHA	510	131	8	30	24	98	02	2	193	52	8	6	4	-	-	6	6		7	21	53	48	22	3	3

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, Meteorological Office, Air Ministry, Kingsway, London, W.C.2

CHART OF WEATHER IN PART OF NORTHERN HEMISPHERE

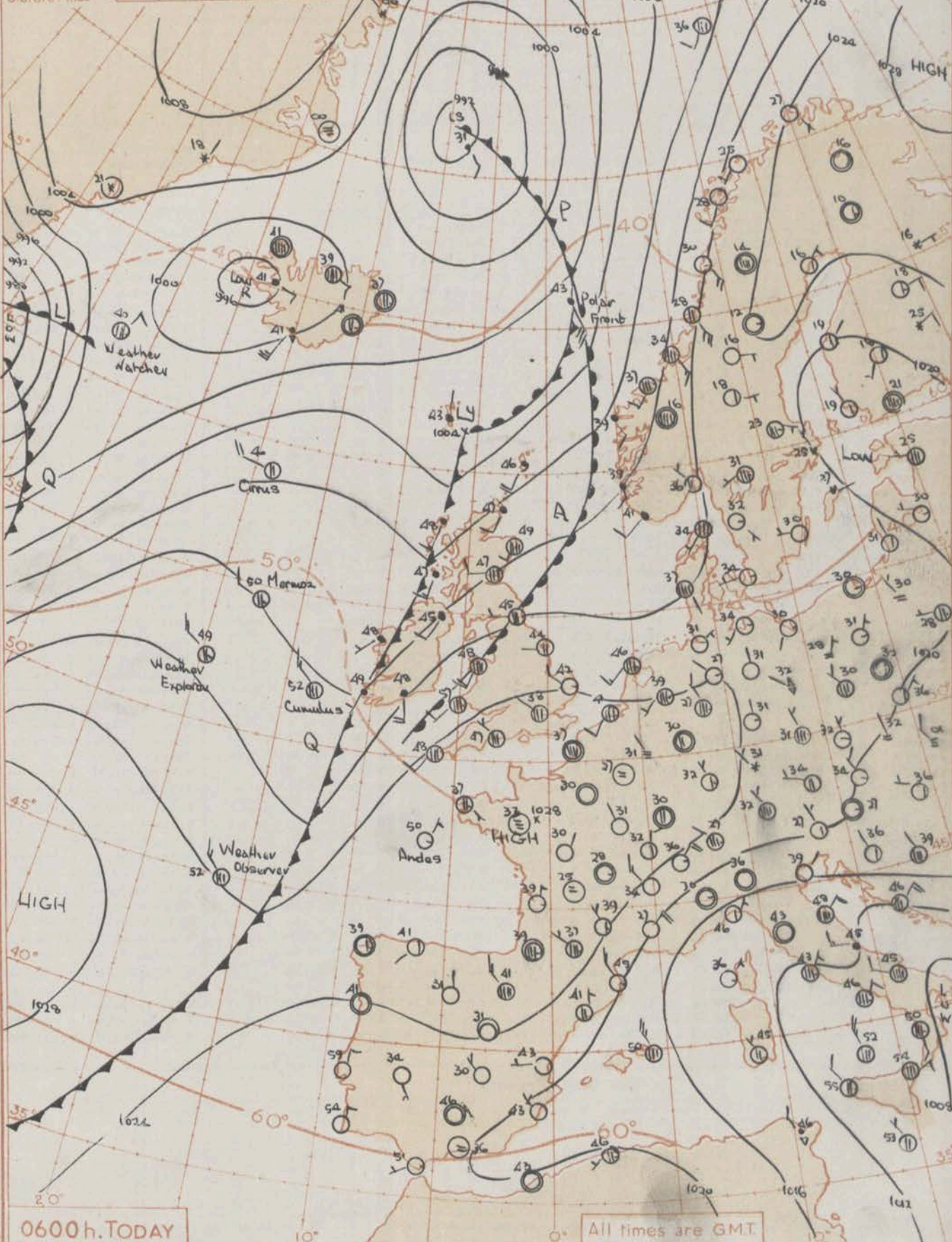


Mean Sea surface isotherms for
APRIL are shown thus —50—

SCALE 1:2x10⁷

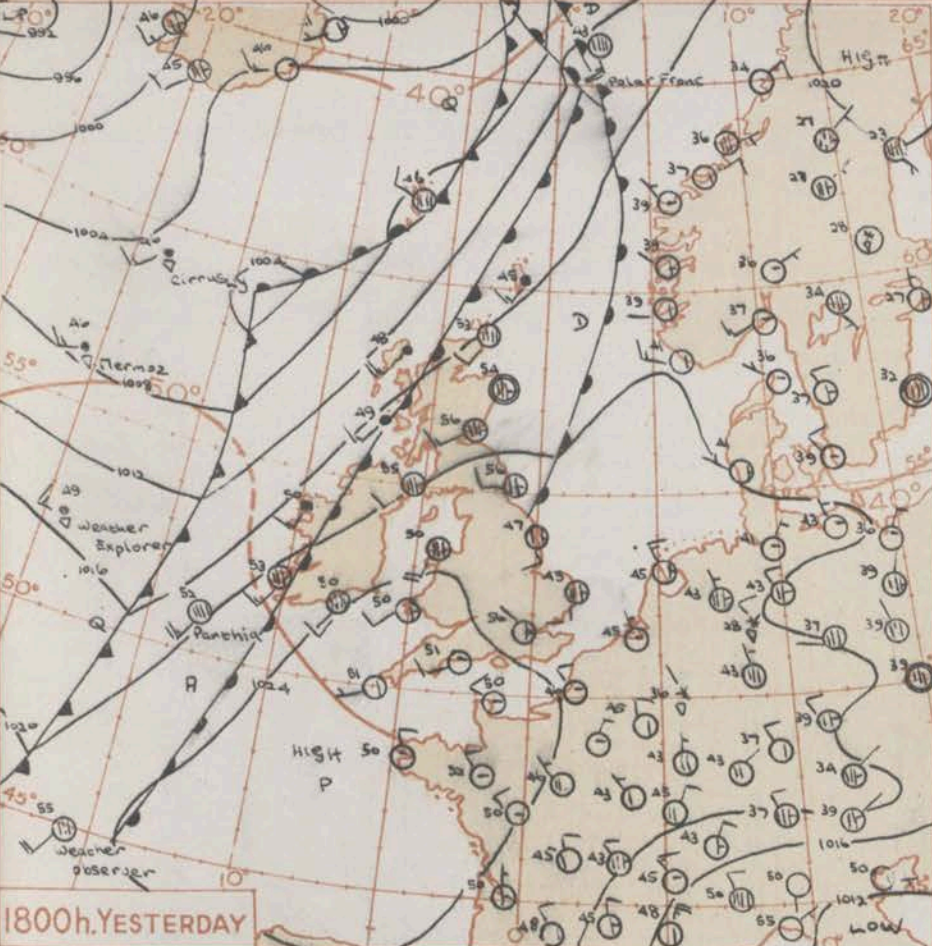
Nautical Miles 0 1 2 3 4 5 6 7 8 9 10

Statute Miles 0 1 2 3 4 5 6 7 8 9 10

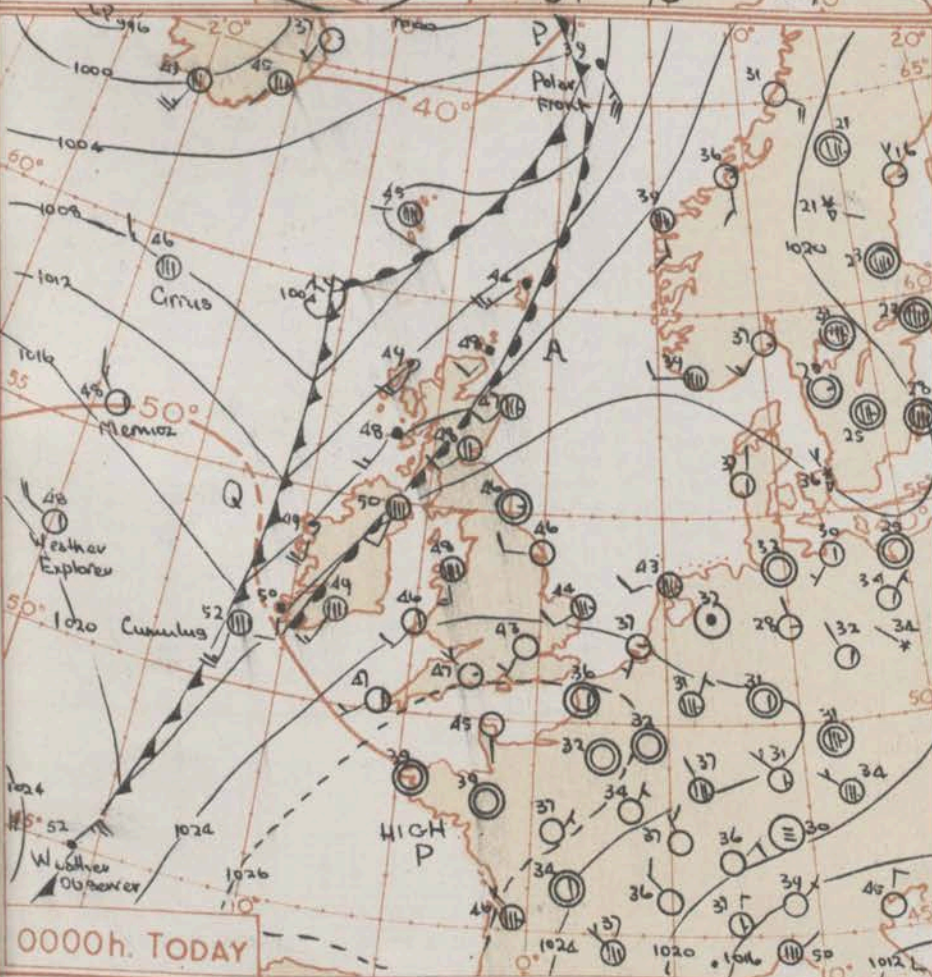


0600h. TODAY

All times are GMT.



1800h. YESTERDAY



0000h. TODAY

GENERAL SYNOPSIS DEVELOPMENT

The anticyclone near Scandinavia has moved into France and weakened a little. A trough of low pressure, associated with a cold front, is now affecting western districts of the British Isles; this trough will cross the British Isles but will probably weaken and will be followed by a ridge of high pressure.

Issued at Mid-day today Monday 15th April 1957

FORECAST FOR BRITISH ISLES until noon tomorrow

most of England and Wales with sun, periods in south-east: cloud will, however, gradually increase and slight rain is likely in parts of Wales and western England. The cloudy rainy weather over Scotland and northern Ireland will gradually clear, followed by bright periods later today and tomorrow. Temperatures about normal.

OUTLOOK FOR

the following 24 hours. Occasional rain in parts of Scotland and northern Ireland. Otherwise dry with temperatures about normal.

THE DAILY WEATHER REPORT OF THE METEOROLOGICAL OFFICE, LONDON

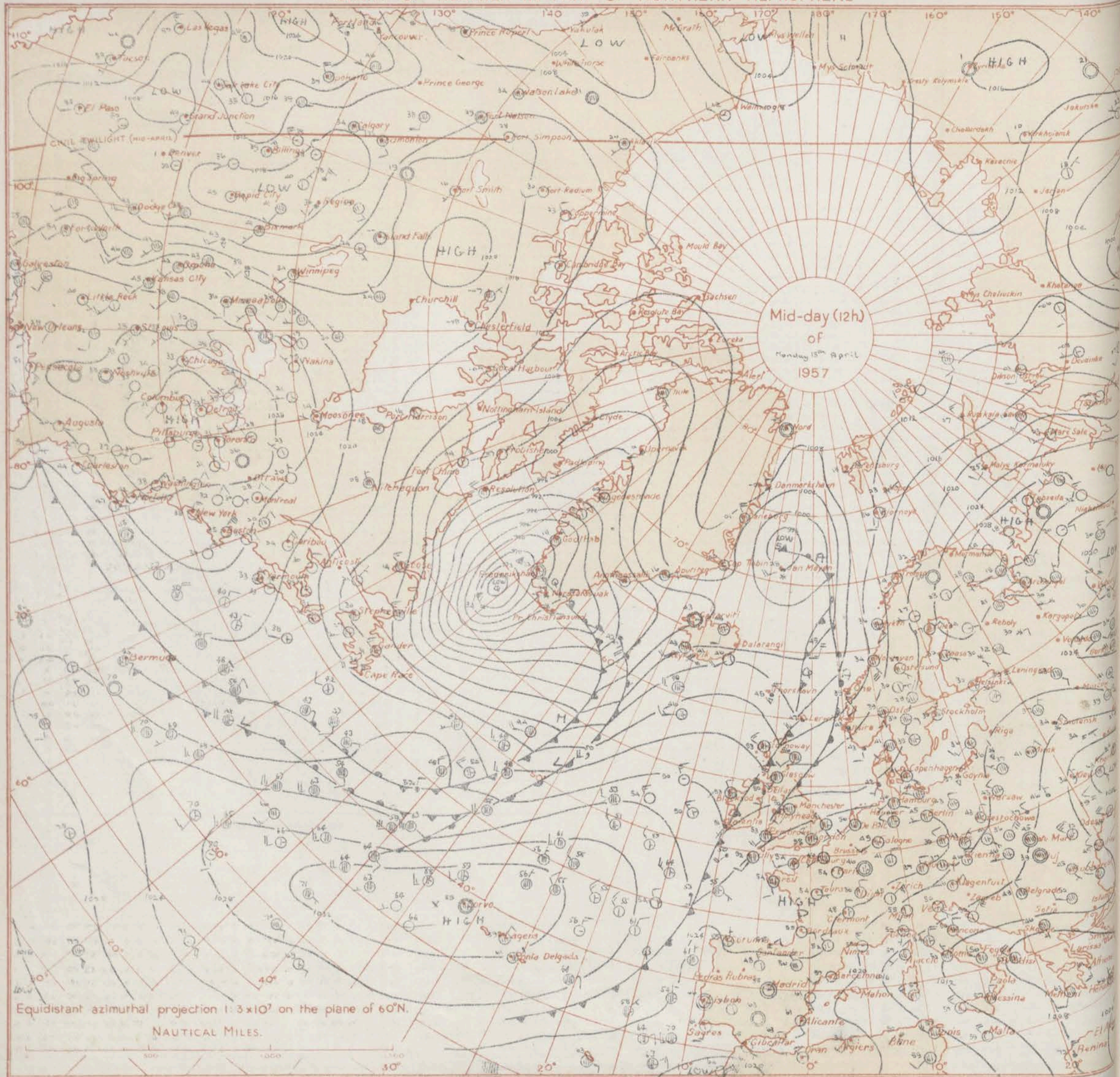
OBSERVATIONS at 00h. G.M.T. 15th April 1957																									OBSERVATIONS at 06h. G.M.T. 5th April 1957																									OBSERVATIONS during NIGHT																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
Code FM 11.A		Station	Station Number	Wind		Weather		Bar at M.S.L.	Dry Bulb Temp.	Cloud				Dew Point Temp.	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.		Rain 24h to 06h. m.	State of sky																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
				Direction	Speed	Visibility	Present			Past	Amount	Low	Height				Medium	High	Amount	Form		Height	Amount	Form	Height			Amount	Form	Height	Direction				Speed	Visibility	Present	Past		Amount	Low			Height	Medium	High	Amount	Form	Height	Amount	Form	Height	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	772	0	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

OBSERVATIONS during DAY

18h. Ships Reports

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

CHART OF WEATHER IN PART OF NORTHERN HEMISPHERE



1800h. YEST

0000h. TO

GENERAL S

France, yesterday
pressure now, ext
crossed the Bel
ridge at high pr
pressure has m

16th April 1957

Code F.M.21.A

Ship

СНП

FRONT
WEATHER

4.5 OTHER WATC

SHIP "C"
ATTN:

১৯৭৭

All times of o

* Information not usually received

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

No. 34845

Date of Issue.....Wednesday, 17th April.....1957

18h. Ships Reports

* Information not usually received.

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

Mid-day (12h)
of
Tuesday 16th April
1957

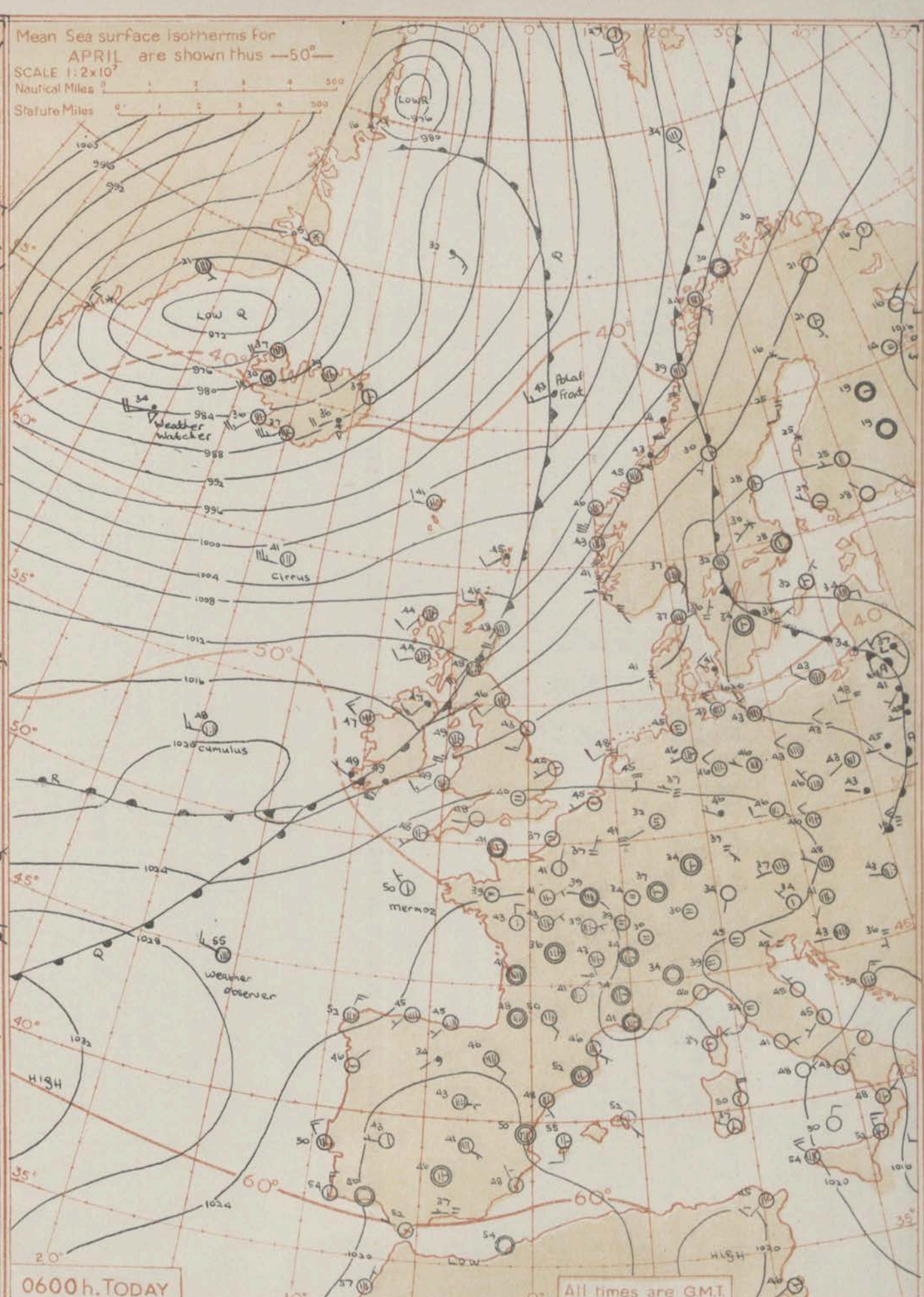
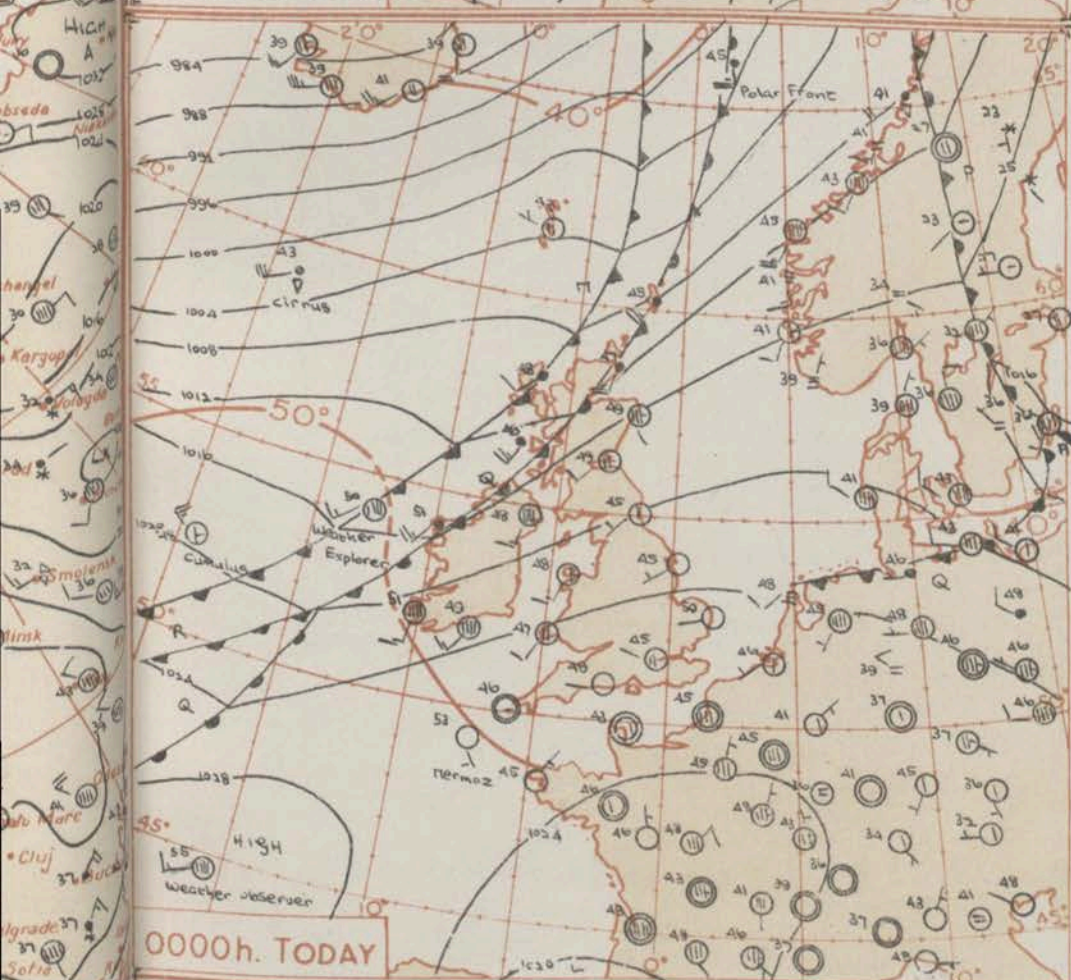
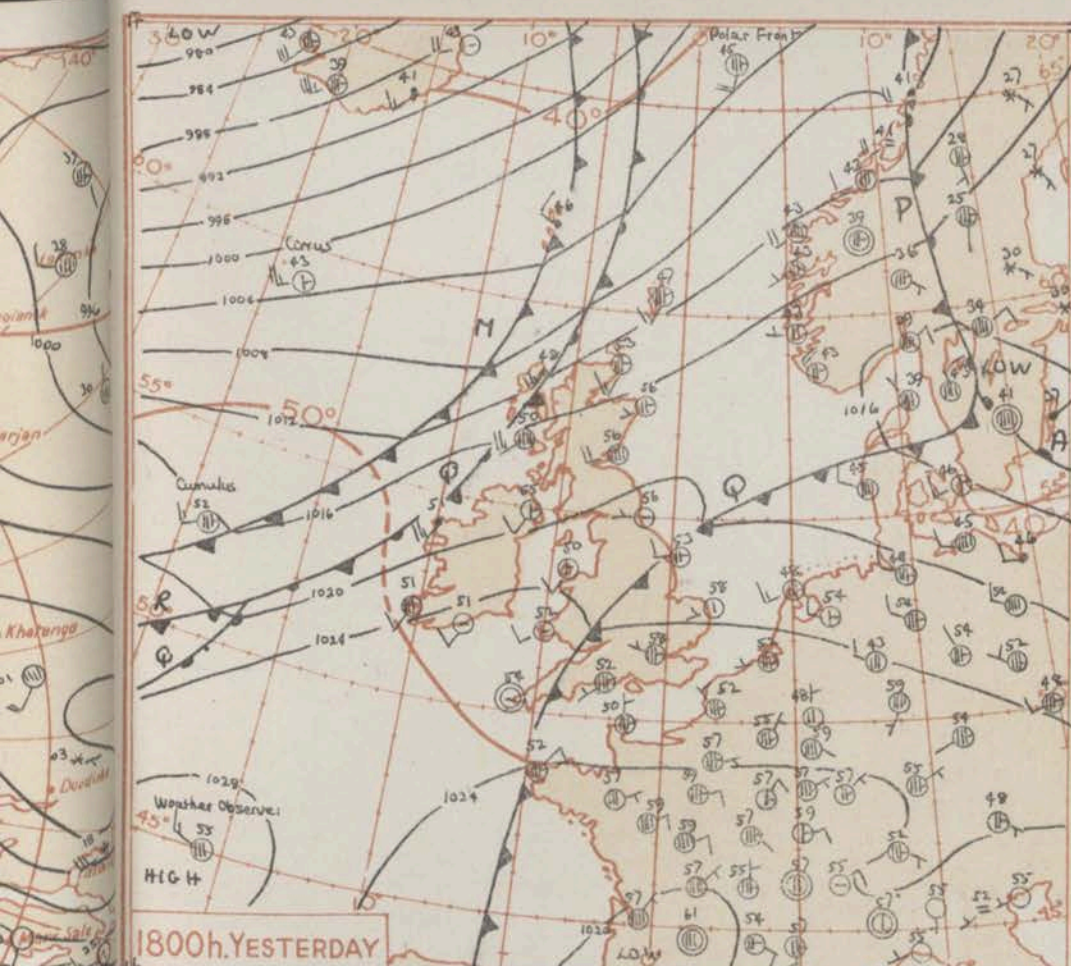
Equidistant azimuthal projection 1:3x10⁷ on the plane of 60°N.
NAUTICAL MILES.

NAUTICAL MILES

Mid-day (12h)
of
Tuesday 16th April
1957

1800h. YEST

984 39
988
992
996
1000
1004
1008
1012
1016
1020
1024
1028
1032
1036
1040
1044
1048
1052
1056
1060
1064
1068
1072
1076
1080
1084
1088
1092
1096
1100
1104
1108
1112
1116
1120
1124
1128
1132
1136
1140
1144
1148
1152
1156
1160
1164
1168
1172
1176
1180
1184
1188
1192
1196
1200
1204
1208
1212
1216
1220
1224
1228
1232
1236
1240
1244
1248
1252
1256
1260
1264
1268
1272
1276
1280
1284
1288
1292
1296
1300
1304
1308
1312
1316
1320
1324
1328
1332
1336
1340
1344
1348
1352
1356
1360
1364
1368
1372
1376
1380
1384
1388
1392
1396
1400
1404
1408
1412
1416
1420
1424
1428
1432
1436
1440
1444
1448
1452
1456
1460
1464
1468
1472
1476
1480
1484
1488
1492
1496
1500
1504
1508
1512
1516
1520
1524
1528
1532
1536
1540
1544
1548
1552
1556
1560
1564
1568
1572
1576
1580
1584
1588
1592
1596
1600
1604
1608
1612
1616
1620
1624
1628
1632
1636
1640
1644
1648
1652
1656
1660
1664
1668
1672
1676
1680
1684
1688
1692
1696
1700
1704
1708
1712
1716
1720
1724
1728
1732
1736
1740
1744
1748
1752
1756
1760
1764
1768
1772
1776
1780
1784
1788
1792
1796
1800
1804
1808
1812
1816
1820
1824
1828
1832
1836
1840
1844
1848
1852
1856
1860
1864
1868
1872
1876
1880
1884
1888
1892
1896
1900
1904
1908
1912
1916
1920
1924
1928
1932
1936
1940
1944
1948
1952
1956
1960
1964
1968
1972
1976
1980
1984
1988
1992
1996
2000
2004
2008
2012
2016
2020
2024
2028
2032
2036
2040
2044
2048
2052
2056
2060
2064
2068
2072
2076
2080
2084
2088
2092
2096
2100
2104
2108
2112
2116
2120
2124
2128
2132
2136
2140
2144
2148
2152
2156
2160
2164
2168
2172
2176
2180
2184
2188
2192
2196
2200
2204
2208
2212
2216
2220
2224
2228
2232
2236
2240
2244
2248
2252
2256
2260
2264
2268
2272
2276
2280
2284
2288
2292
2296
2300
2304
2308
2312
2316
2320
2324
2328
2332
2336
2340
2344
2348
2352
2356
2360
2364
2368
2372
2376
2380
2384
2388
2392
2396
2400
2404
2408
2412
2416
2420
2424
2428
2432
2436
2440
2444
2448
2452
2456
2460
2464
2468
2472
2476
2480
2484
2488
2492
2496
2500
2504
2508
2512
2516
2520
2524
2528
2532
2536
2540
2544
2548
2552
2556
2560
2564
2568
2572
2576
2580
2584
2588
2592
2596
2600
2604
2608
2612
2616
2620
2624
2628
2632
2636
2640
2644
2648
2652
2656
2660
2664
2668
2672
2676
2680
2684
2688
2692
2696
2700
2704
2708
2712
2716
2720
2724
2728
2732
2736
2740
2744
2748
2752
2756
2760
2764
2768
2772
2776
2780
2784
2788
2792
2796
2800
2804
2808
2812
2816
2820
2824
2828
2832
2836
2840
2844
2848
2852
2856
2860
2864
2868
2872
2876
2880
2884
2888
2892
2896
2900
2904
2908
2912
2916
2920
2924
2928
2932
2936
2940
2944
2948
2952
2956
2960
2964
2968
2972
2976
2980
2984
2988
2992
2996
3000
3004
3008
3012
3016
3020
3024
3028
3032
3036
3040
3044
3048
3052
3056
3060
3064
3068
3072
3076
3080
3084
3088
3092
3096
3100
3104
3108
3112
3116
3120
3124
3128
3132
3136
3140
3144
3148
3152
3156
3160
3164
3168
3172
3176
3180
3184
3188
3192
3196
3200
3204
3208
3212
3216
3220
3224
3228
3232
3236
3240
3244
3248
3252
3256
3260
3264
3268
3272
3276
3280
3284
3288
3292
3296
3300
3304
3308
3312
3316
3320
3324
3328
3332
3336
3340
3344
3348
3352
3356
3360
3364
3368
3372
3376
3380
3384
3388
3392
3396
3400
3404
3408
3412
3416
3420
3424
3428
3432
3436
3440
3444
3448
3452
3456
3460
3464
3468
3472
3476
3480
3484
3488
3492
3496
3500
3504
3508
3512
3516
3520
3524
3528
3532
3536
3540
3544
3548
3552
3556
3560
3564
3568
3572
3576
3580
3584
3588
3592
3596
3600
3604
3608
3612
3616
3620
3624
3628
3632
3636
3640
36



Mean Sea surface isotherms for APRIL are shown thus —50°—
 SCALE 1:2x10³
 Nautical Miles 0 1 2 3 4 500
 Statute Miles 0 1 2 3 4 500

GENERAL SYNOPSIS DEVELOPMENT

A ridge of high pressure moving eastwards over England gave way to a frontal trough which moved southeastwards across Scotland and Northern Ireland and will cross most districts of England and Wales. The cold front is likely to become slow moving across southern England as minor waves move eastwards towards Ireland. Pressure will remain low to the north and relatively high to the south of the British Isles.

Issued at Mid-day today Wednesday 17th April 1957

FORECAST FOR BRITISH ISLES until noon tomorrow

Over Scotland, Northern Ireland and northern England there will be sunny periods and scattered showers but a belt of cloudy rainy weather will probably return to Northern Ireland, northern England and southern Scotland later. Over the rest of England and Wales it will be mostly cloudy with a little rain at times, but in the extreme south it may remain dry with sunny periods.

OUTLOOK Following 24 hours... Probably changeable with rain or showers at times in most areas, but it may remain mostly dry in the south.

THE DAILY WEATHER REPORT
OF THE METEOROLOGICAL OFFICE, LONDON

Date of Issue. Thursday 18th April 1957

Temp.

to 09h.

Min.

Sec.

(54)

31

31

25

26

36

36

36

38

38

31

31

24

29

31

37

42

42

28

35

38

28

32

39

39

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

41

12h. Ships Reports

18h. Ships Reports

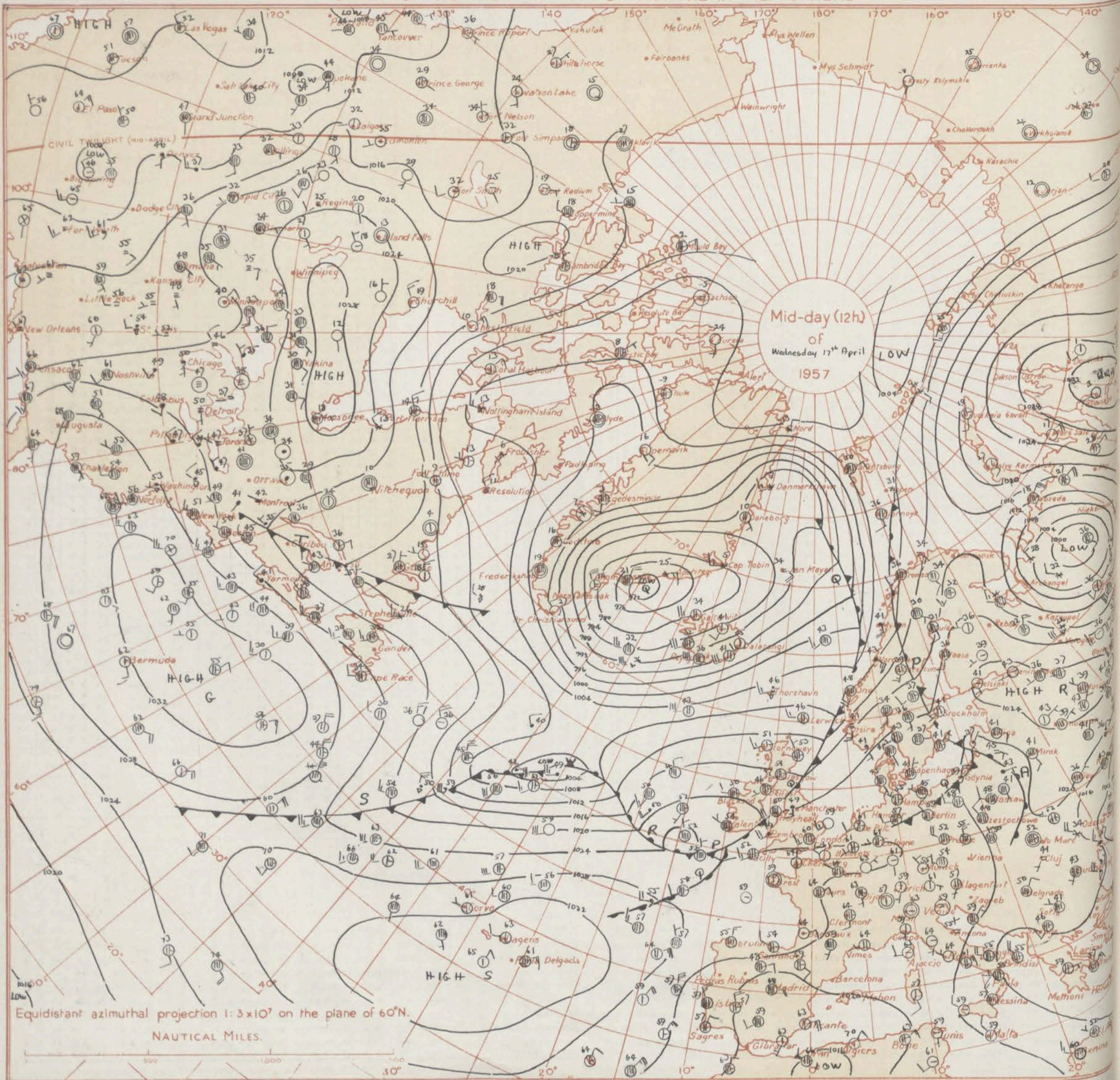
Code F.M.21.A				Ship																				Ship																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
Lat	Temp.	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																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
										Amount	Low	Height	Medium	High	Direction		Speed	Change in 3 hours	Sea	Dew Point									Direction	Period	Height	Amount	Low	Height		Medium	High	Direction	Speed	Change in 3 hours	Sea	Dew Point	Direction	Period	Height																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
Change in 3 hours	Sea	Dew Point	Lat	Long	N	dd	ff	VV	ww	W	PPP	TT	Nh	CL	h	CM	CH	Ds	Vs	a	pp	Ts	Td	Td	dwdw	Pw	Hw	Lat	Long	N	dd	ff	VV	ww	W	PPP	TT	Nh	CL	h	CM	CH	Ds	Vs	a	pp	Ts	Td	Td	dwdw	Pw	Hw																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
13	57	36	590	192	8	19	15	70	02	2	170	50	5	5	4	7	-	6	1	8	11	53	41	29	4	8	CIRRUS	591	186	6	26	22	60	16	2	632	41	5	9	4	6	3	1	1	7	17	57	31	75	4	1																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
05	54	37	660	020	8	23	14	98	02	2	603	43	7	6	3	2	-	0	0	3	12	51	39	18	3	2	CIRRUS	524	171	8	21	35	50	61	5	078	54	5	7	3	2	-	5	1	6	35	01	52	20	4	8																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
08	00	53	449	158	8	26	18	97	50	5	285	55	8	6	2	-	-	0	0	3	12	51	39	18	3	2	WEATHER OBSERVER	449	158	8	27	14	96	50	5	277	35	8	6	2	-	0	0	6	02	51	55	29	3	3																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
00	51	41	619	304	6	25	27	98	26	8	812	32	6	3	4	-	-	0	0	0	01	50	55	29	3	3	WEATHER WATCHER	660	020	8	22	12	98	01	0	031	45	0	9	0	0	0	0	0	2	18	00	39	31	3	3																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
09	65	27	528	355	8	32	12	69	41	6	106	40	5	2	5	2	-	0	0	5	05	54	33	28	5	7	POLAR FRONT	629	301	6	23	00	98	27	5	811	35	6	3	4	0	0	0	5	09	58	32	74	4	1																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
15	01	46	440	410	6	34	25	63	80	6	185	50	8	2	4	-	-	0	0	2	56	60	48	72	5	6	WEATHER WATCHER	528	355	4	27	18	69	26	6	117	40	3	2	5	4	0	0	0	3	10	54	28	27	4	7																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
00	51	46	423	128	8	35	06	99	02	2	297	57	3	5	5	2	-	4	6	2	06	01	49	29	5	5	U.S. SHIP "C"	440	410	7	34	26	65	02	8	251	48	7	5	5	-	0	0	2	34	61	42	31	5	9																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
00	51	46	506	301	8	23	24	96	62	6	028	49	8	7	2	0	0	6	5	7	60	52	49	49	-	-	U.S. SHIP "D"	553	079	8	24	18	98	02	2	180	49	1	1	5	1	-	2	4	8	01	51	39	26	5	5																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
00	51	46	430	169	6	28	13	97	01	2	308	57	0	0	0	3	0	5	5	2	08	00	53	28	2	3	WINDSOR	471	264	7	23	24	99	02	2	307	57	7	5	4	-	-	2	4	8	03	51	53	23	6	4																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
																											WINDSOR	467	303	9	24	25	97	19	2	160	58	6	5	3	-	-	5	1	7	0	51	58	22	4	6																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
																											WINDSOR																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			

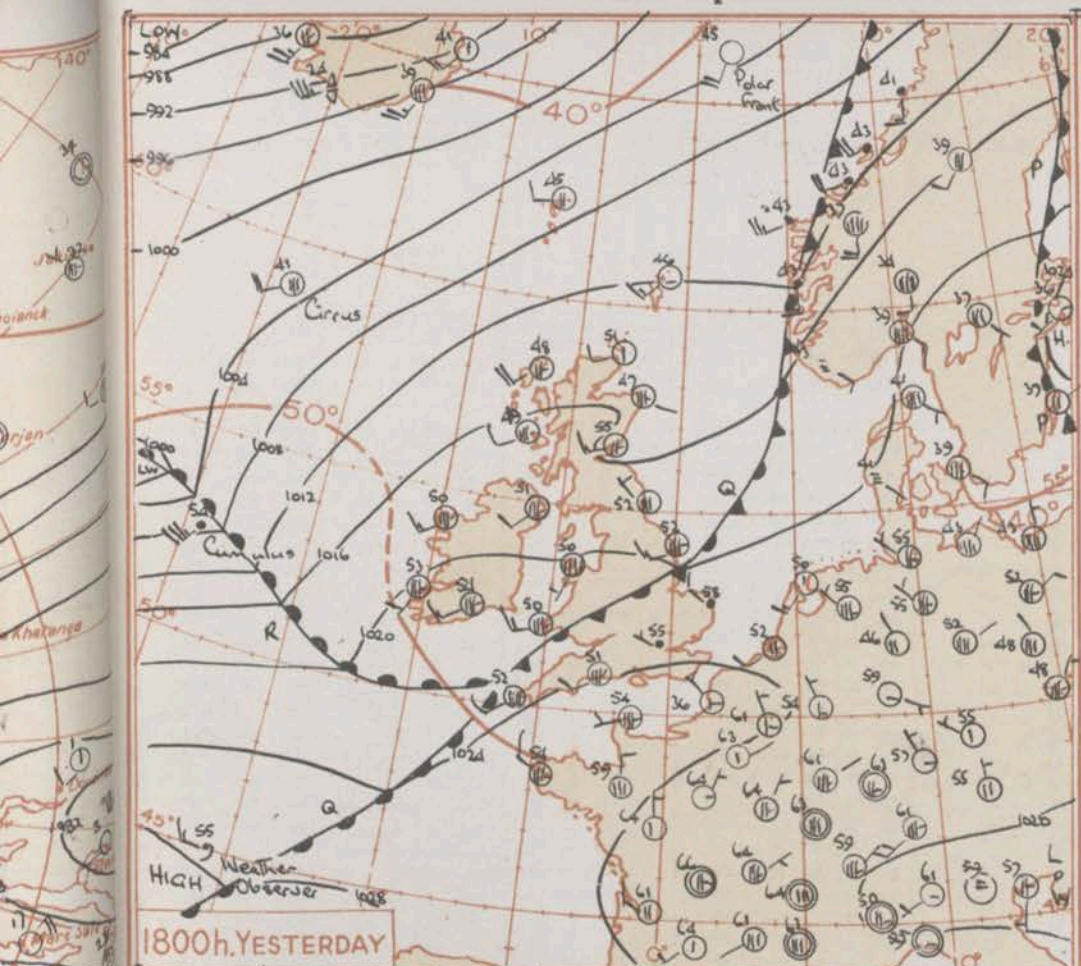
All times of observation printed in this publication are GREENWICH MEAN TIME.

* Information not usually received.

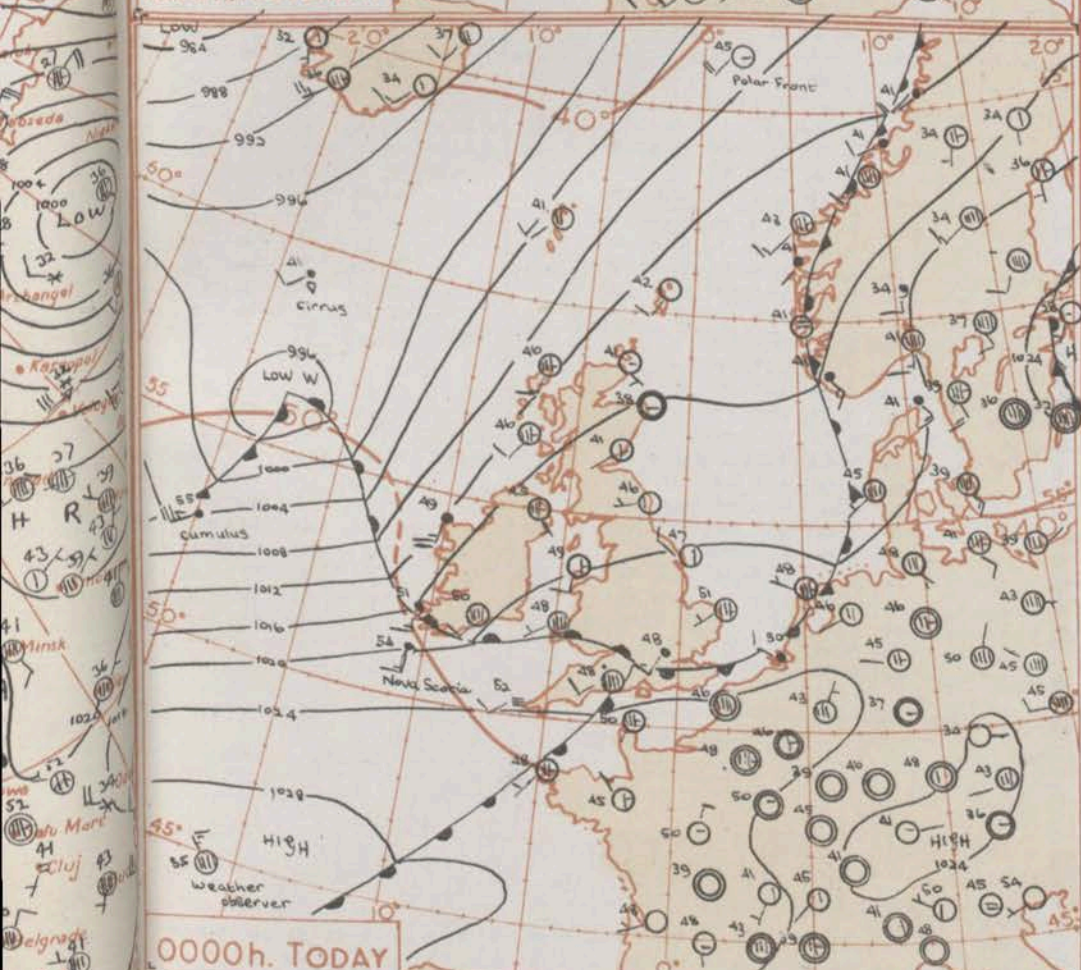
SIR GRAHAM SUTTON, C.B.E., D.Sc., F.R.S., Director, Meteorological Office, Air Ministry, Kingsway, London, W.C.2.

CHART OF WEATHER IN PART OF NORTHERN HEMISPHERE



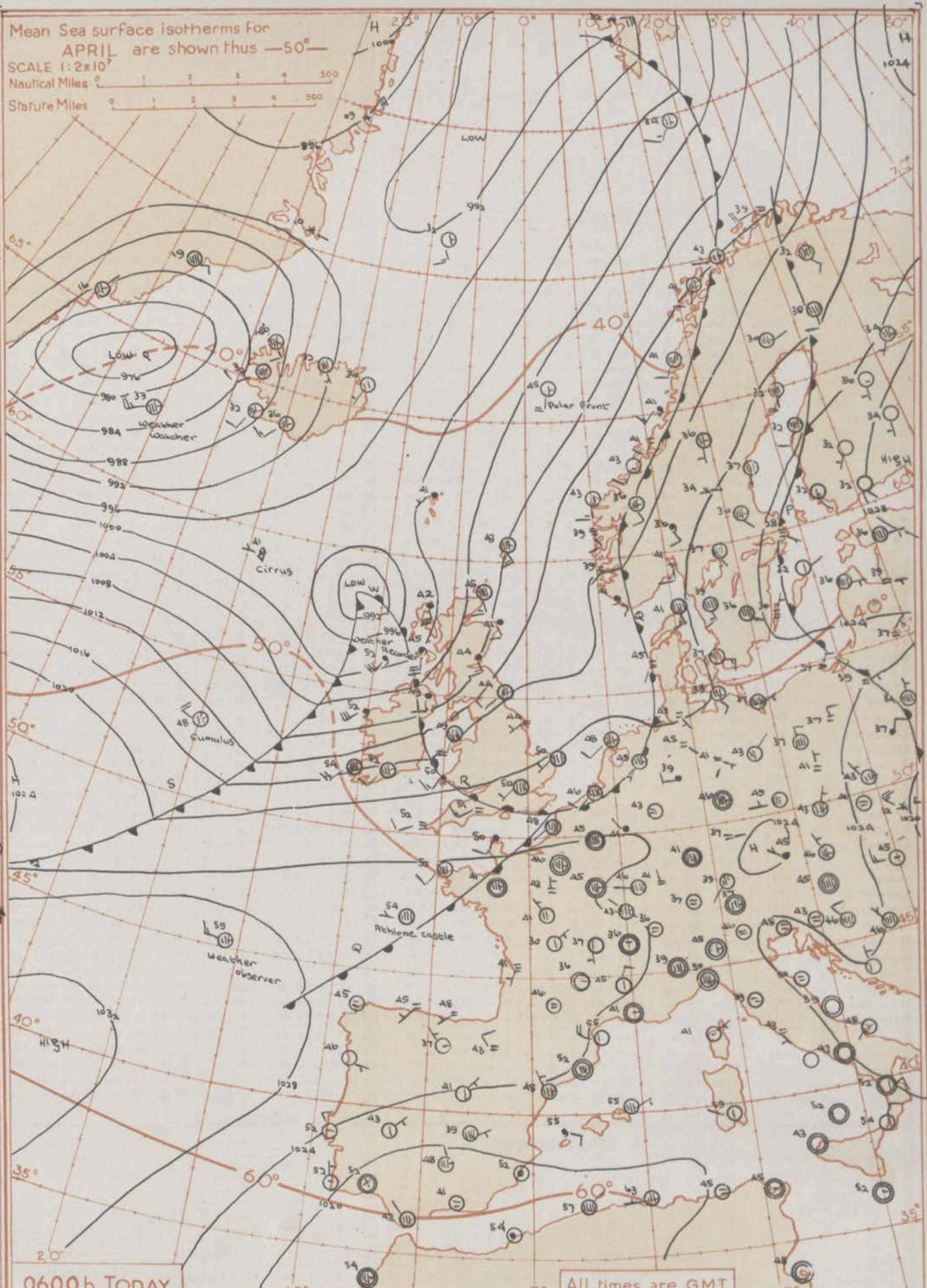


1800h. YESTERDAY



0000h. TODAY

Mean Sea surface isotherms for
APRIL are shown thus —50°—
SCALE 1:2x10⁷
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 A weak ridge of high pressure moved over Scotland as an occlusion moved southwards over England and Wales. A deepening wave depression over the Atlantic moved rapidly east-northeast towards northern Scotland with the associated warm fronts crossing western districts of Britain. The depression will move northeastwards to the Norwegian Sea with its cold front crossing much of the British Isles but later tomorrow another wave on the cold front will probably be approaching the British Isles.

Issued at midday today Thursday 1st April 1957

FORECAST FOR BRITISH ISLES until noon tomorrow Dull rainy weather over Scotland, Northern Ireland and northern districts of England and Wales will give way to brighter but showery and rather cold weather. Southern districts will remain mostly dry, but cloudy and probably rather warm.

OUTLOOK FOR the following 24 hours:- Rain or showers at times in most districts but especially in the north. Mainly dry in the extreme south.

THE DAILY WEATHER REPORT
OF THE METEOROLOGICAL OFFICE, LONDON

Date of Issue: Friday 19th April 1957

OBSERVATIONS at 12h. G.M.T. 18th April 1957

OBSERVATIONS at 18h. G.M.T. 18th April 1952

OBSERVATIONS during DAY

[illegible]

12h. Ships Reports

Code F.M.21.A										Ship		LAT.		LONG.		Wind		Weather		Bar at M.S.L.		Dry Bulb Temp.		Cloud				Course		Bar		Temp.		Waves	
Temp.		Direction		Lat.		Long.		Total Cloud		Direction		Speed		Visibility		Present		Past		Bar at M.S.L.		Dry Bulb Temp.		Cloud				Course		Bar		Temp.		Waves	
3 Hours	Sea	Dew Point	Direction	Lat.	Long.	N	dd	ff	VV	ww	W	PPP	TT	Nh	CL	li	CM	CH	Di	Vs	a	pp	Ts	Td	Ta	dwdw	Pw	Hw							
57	34	27	24	COLUMBUS	525	203	6	28	28	65	80	8	208	46	6	3	4	0	0	6	1	2	27	58	43	28	4	9							
54	39	28	24	CLERUS	590	091	5	25	26	65	27	1	03	41	5	5	4	0	0	6	1	2	23	58	34	26	4	8							
51	41	28	24	POLLER FRONT	640	0240	6	16	18	99	03	1	052	46	5	1	2	0	0	0	0	7	09	01	39	20	3	4							
50	50	28	24	WEATHER OBSERVER	450	1600	7	28	12	98	02	2	300	55	7	5	0	0	0	0	8	03	51	52	39	3	3								
61	30	28	24	WEATHER WATCHER	624	317	6	24	30	98	26	8	040	30	6	9	5	0	0	0	2	3	22	63	26	23	4	9							
01	31	28	24	U.S. SHIP 'C'	528	355	7	25	29	63	80	8	172	42	7	2	5	0	0	0	0	7	05	51	36	23	4	9							
01	31	28	24	U.S. SHIP 'D'	440	410	7	27	10	93	02	2	300	42	7	5	6	0	0	0	0	7	05	60	32	31	5	4							
07	62	33	24	WEATHER RECORDER	565	101	4	27	40	98	01	6	062	46	4	2	6	0	0	7	3	1	59	35	42	73	-	1							
00	61	30	24	MEDIA	497	217	6	29	18	98	01	2	274	40	3	2	4	0	0	2	6	2	59	44	41	-	-	-							
00	61	30	24	CASLOH	475	168	7	25	20	97	01	2	253	57	7	8	4	0	0	6	4	4	03	02	53	26	-	-	-						

18h. Ships Reports

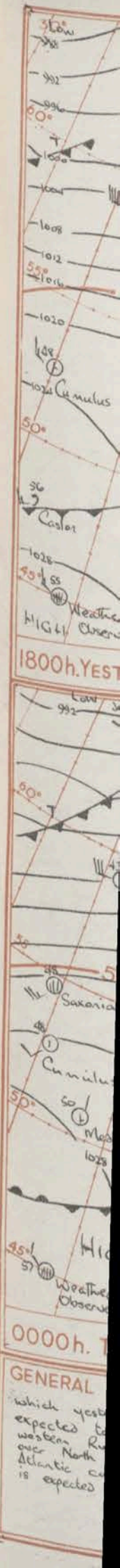
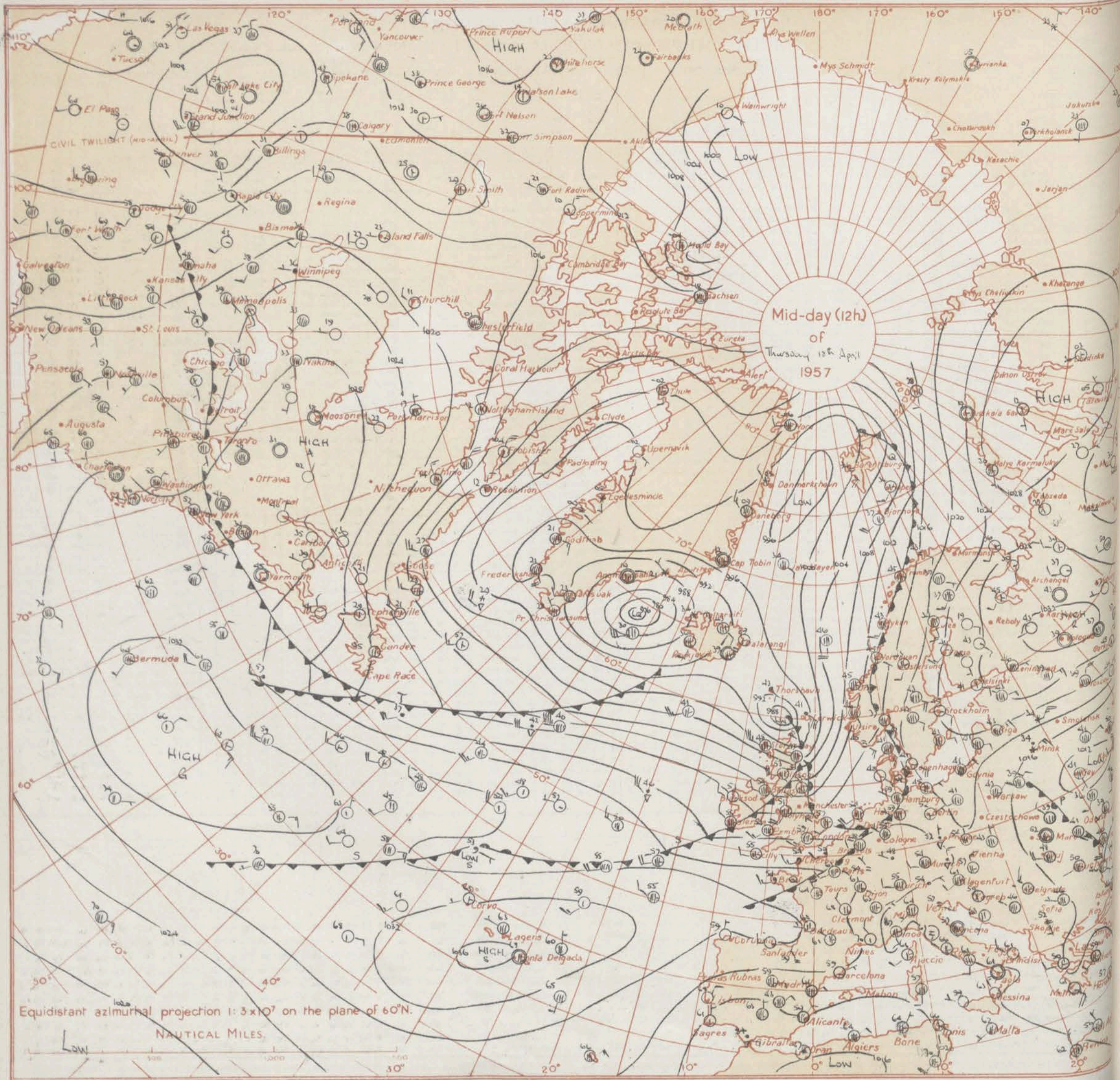
Ship	LAT.	LONG.	Total Cloud	Wind		Weather		Bar at M's.L.	Dry Bulb Temp.	Cloud					Course		Bar		Temp.		Waves		
				Direction	Speed	Visibility	Present			Part	Amount	Low	Height	Medium	High	Direction	Speed	Character ^c	Change in 3 hours	Sea	Dew Point	Direction	Period
LsLa	LoLo	N	dd	#	VV	ww	W	PPP	TT	Nh	CL	h	CM	CH	Ds	Vs	a	pp	TsTs	TdTd	dwdw	Pw	Hw
CIRIUS	590	186	8	17	45	05	88	8	0.44	41	8	9	4		6	1	1	5	58	26	26	4	9
CUMULUS.	525	199	8	29	7	70	02	8	2.2	48	2	2	5	6	0	0	3	15	54	37	31	4	8
WEATHER DISCOVER	449	160	8	29	15	97	03	1	2.95	55	8	5	5		0	0	7	05	00	54	29	5	3
POLAR FRONT	660	010E	E	15	21	95	4	6	9.99	45	6	7	3		0	0	7	29	07	37	7	4	4
WEATHER WATCHER	620	315	7	25	18	98	26	8	18.6	31	7	5	5		0	2	2	20	62	18	7.4	4	0
WEATHER RECORDER	*545	112	5	29	34	97	25	8	120	45	5	3	4		7	2	3	25	56	41	25	4	7
U.S. SHIP C	523	355	8	20	35	69	02	1	137	45	8	0	9	2	0	0	7	29	02	36	23	5	9
U.S. SHIP D	440	410	6	25	20	69	01	1	173	52	6	1	5	0	0	0	6	12	56	38	28	5	2
CASLOH	472	186	8	25	36	90	02	2	199	50	8	10	4	0	6	0	4	0	52	52	26	8	5
BEAVERBELL	505	214	5	21	07	90	03	1	310	40	4	8	4	0	0	0	5	0	52	30	26	8	5

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

* Information not usually received.

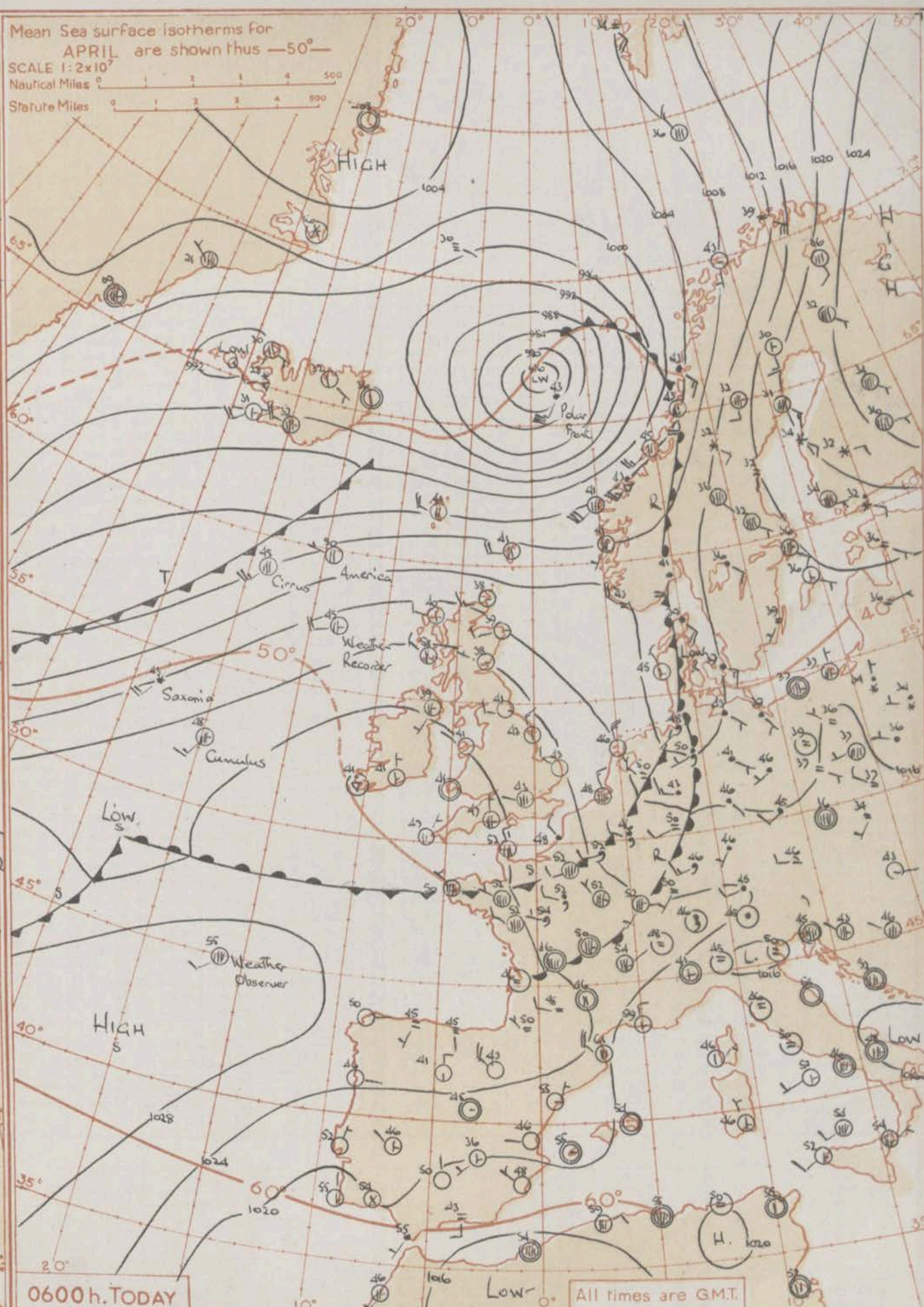
SIR GRAHAM SUTTON, C.B.E., D.Sc., F.R.S., Director, Meteorological Office, Air Ministry, Kingsway, London, W.C.2.

CHART OF WEATHER IN PART OF NORTHERN HEMISPHERE



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

SCALE 1:2x10⁷
Nautical Miles 0 1 2 3 4 500
Statute Miles 0 1 2 3 4 500



GENERAL SYNOPSIS DEVELOPMENT

The deepening wave depression which yesterday moved quickly northeast off Scotland is expected to move only slowly northeast in the next 24 hours. The anticyclone over western Russia is beginning to give way from the west. Pressure continues low over North Africa and the eastern Mediterranean. The westerly airstream across the Atlantic carries minor troughs and ridges. Over the British Isles a cold front was expected to advance and deepen slowly.

Issued at midday today Friday 19th April 1957

FORECAST FOR BRITISH ISLES until noon tomorrow Today will be showery in the northwest half of the British Isles and sunny in the southeast. Tonight will become cloudless over east Britain with local ground frost, but cloudy drizzly weather with a little light rain in places will spread across some western districts tonight and may reach northeast England by soon tomorrow.

OUTLOOK FOR the next 24 hours: Cloudy and drizzly in the northwest. Perhaps a little rain at first over England, Wales and east Scotland but becoming brighter later.

H.M.S.O. Press, M.O. D.

THE DAILY WEATHER REPORT
OF THE METEOROLOGICAL OFFICE, LONDON

Date of Issue Saturday 20th April 1957

1957

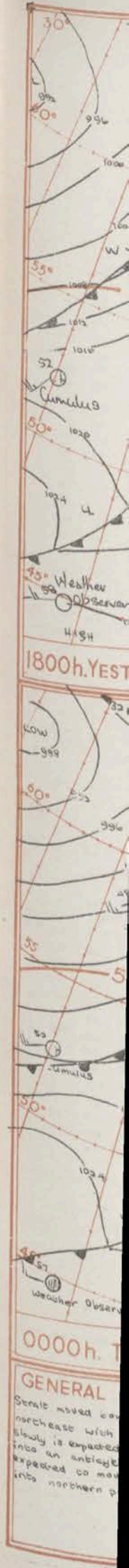
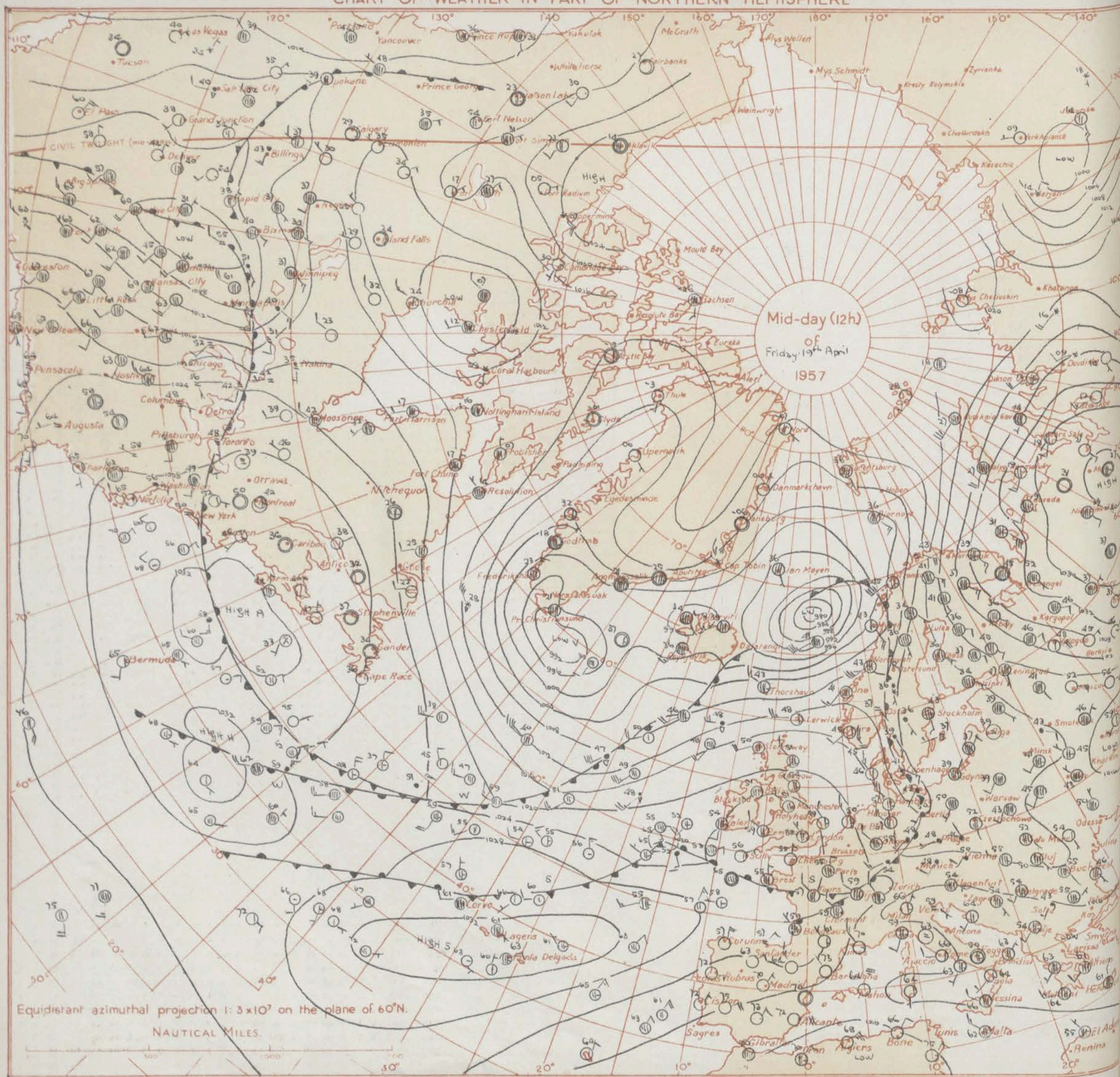
[illegible]

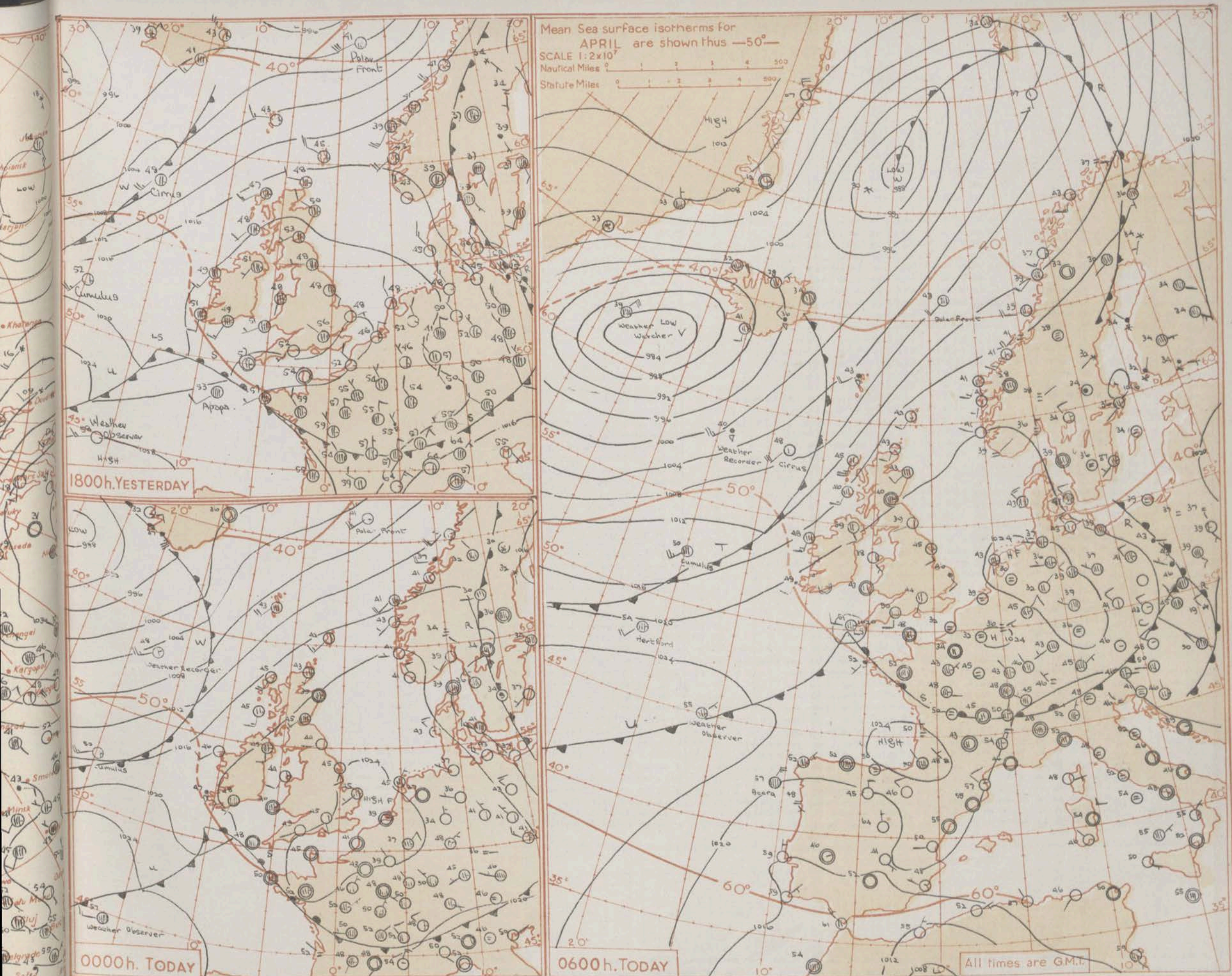
All times of observation printed in this publication are GREENWICH MEAN TIME.

* Information not usually received.

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

CHART OF WEATHER IN PART OF NORTHERN HEMISPHERE





GENERAL SYNOPSIS DEVELOPMENT

The depression in the Denmark Strait moved towards southwest Iceland deepening a little, and is expected to continue northeast with further slight deepening. The depression west of Norway which moved slowly north northwest filling slowly is expected to continue north and fill. The ridge of high pressure which crossed England yesterday developed into an anticyclone which will continue east followed by a frontal wave now over southwest England which is expected to move east without deepening. A frontal trough from the Atlantic will cross from the northwest into northern parts of England and Wales.

Issued at Mid-day today Saturday 20th April 1957

FORECAST FOR BRITISH ISLES until noon tomorrow

Mostly cloudy today, with a little rain in places chiefly in the west and south but brighter weather will spread east across England and Wales during today. Some clear periods tonight over England and Wales may give fog patches. Tomorrow a belt of cloud and occasional rain will cross from northern Ireland and northwest Scotland into northern England and Wales.

OUTLOOK FOR the next 48 hours. A good deal of cloud in the north and west of the British Isles, but over the southeastern half of England probably mainly fine and rather warm.

THE DAILY WEATHER REPORT
OF THE METEOROLOGICAL OFFICE, LONDON

Date of Issue... Sunday, 21st April... 1957

S during		Code F.M.11.A		OBSERVATIONS at 12h. G.M.T. 20th April 1957																									OBSERVATIONS at 18h. G.M.T. 20th April 1957																									OBSERVATIONS during DAY.				
				Wind										Weather										Cloud					Wind										Weather										Cloud					Weather				
Temp.	Wind	Dir.	Spd.	Visib.	Pres.	Past	Bar at M.S.L.	Dry Bulb Temp.	Amount	Low	Height	Medium	High	New Point Temp.	Character	Change in 3 hours	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Total Cloud	Direction	Speed	Visib.	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	09h. to 15h.	15h. to 21h.	(53)	(54)	(55)	(56)		
43	30	17	11	64	02	1	22.5	57	5	2	5	3	0	37	1	0	0	0	0	0	0	0	0	0	0	0	1	15	09	01	0	22.6	57	1	0	9	3	1	19	2	07	1	3	99	-	-	-	-	60	10.6	-	0						
43	30	17	11	64	02	1	22.5	57	5	2	5	3	0	37	1	0	0	0	0	0	0	0	0	0	0	0	1	19	09	02	0	22.6	57	1	0	9	3	1	19	2	07	1	3	99	-	-	-	-	61	9.2	-	0						
43	30	17	11	64	02	1	22.5	57	5	2	5	3	0	37	1	0	0	0	0	0	0	0	0	0	0	0	1	15	09	01	0	22.6	57	1	0	9	3	1	19	2	07	1	3	99	-	-	-	-	61	9.2	-	0						
43	30	17	11	64	02	1	22.5	57	5	2	5	3	0	37	1	0	0	0	0	0	0	0	0	0	0	0	1	15	09	01	0	22.6	57	1	0	9	3	1	19	2	07	1	3	99	-	-	-	-	61	9.2	-	0						
43	30	17	11	64	02	1	22.5	57	5	2	5	3	0	37	1	0	0	0	0	0	0	0	0	0	0	0	1	15	09	01	0	22.6	57	1	0	9	3	1	19	2	07	1	3	99	-	-	-	-	61	9.2	-	0						
43	30	17	11	64	02	1	22.5	57	5	2	5	3	0	37	1	0	0	0	0	0	0	0	0	0	0	0	1	15	09	01	0	22.6	57	1	0	9	3	1	19	2	07	1	3	99	-	-	-	-	61	9.2	-	0						
43	30	17	11	64	02	1	22.5	57	5	2	5	3	0	37	1	0	0	0	0	0	0	0	0	0	0	0	1	15	09	01	0	22.6	57	1	0	9	3	1	19	2	07	1	3	99	-	-	-	-	61	9.2	-	0						
43	30	17	11	64	02	1	22.5	57	5	2	5	3	0	37	1	0	0	0	0	0	0	0	0	0	0	0	1	15	09	01	0	22.6	57	1	0	9	3	1	19	2	07	1	3	99	-	-	-	-	61	9.2	-	0						
43	30	17	11	64	02	1	22.5	57	5	2	5	3	0	37	1	0	0	0	0	0	0	0	0	0	0	0	1	15	09	01	0	22.6	57	1	0	9	3	1	19	2	07	1	3	99	-	-	-	-	61	9.2	-	0						
43	30	17	11	64	02	1	22.5	57	5	2	5	3	0	37	1	0	0	0	0	0	0	0	0	0	0	0	1	15	09	01	0	22.6	57	1	0	9	3	1	19	2	07	1	3	99	-	-	-	-	61	9.2	-	0						
43	30	17	11	64	02	1	22.5	57	5	2	5	3	0	37	1	0	0	0	0	0	0	0	0	0	0	0	1	15	09	01	0	22.6	57	1	0	9	3	1	19	2	07	1	3	99	-	-	-	-	61	9.2	-	0						
43	30	17	11	64	02	1	22.5	57	5	2	5	3	0	37	1	0	0	0	0	0	0	0	0	0	0	0	1	15	09	01	0	22.6	57	1	0	9	3	1	19	2	07	1	3	99	-	-	-	-	61	9.2	-	0						
43	30	17	11	64	02	1	22.5	57	5	2	5	3	0	37	1	0	0	0	0	0	0	0	0	0	0	0	1	15	09	01	0	22.6	57	1	0	9	3	1	19	2	07	1	3	99	-	-	-	-	61	9.2	-	0						
43	30	17	11	64	02	1	22.5	57	5	2	5	3	0	37	1	0	0	0	0	0	0	0	0	0	0	0	1	15	09	01	0	22.6	57	1	0	9	3	1	19	2	07	1	3	99	-	-	-	-	61	9.2	-	0						
43	30	17	11	64	02	1	22.5	57	5	2	5	3	0	37	1	0	0	0	0	0	0	0	0	0	0	0	1	15	09	01	0	22.6	57	1	0	9	3	1	19	2	07	1	3	99	-	-	-	-	61	9.2	-	0						
43	30	17	11	64	02	1	22.5	57	5	2	5	3	0	37	1	0	0	0	0	0	0	0	0	0	0	0	1	15	09	01	0	22.6	57	1	0	9	3	1	19	2	07	1	3	99	-	-	-	-	61	9.2	-	0						
43	30	17	11	64	02	1	22.5	57	5	2	5	3	0	37	1	0	0	0	0	0	0	0	0	0	0	0	1	15	09	01	0	22.6	57	1	0	9	3	1	19	2	07	1	3	99	-	-	-	-	61	9.2	-	0						
43	30	17	11	64	02	1	22.5	57	5	2	5	3	0	37	1	0	0	0	0	0	0	0	0	0	0	0	1	15	09	01	0	22.6	57	1	0	9	3	1	19	2	07	1	3	99	-	-	-	-	61	9.2	-	0						
43	30	17	11	64	02	1	22.5	57	5	2	5	3	0	37	1	0	0	0	0	0	0	0	0	0	0	0	1	15	09	01	0	22.6	57	1	0	9	3	1	19	2	07	1	3	99	-	-	-	-	61	9.2	-	0						
43	30	17	11	64	02	1	22.5	57	5	2	5	3	0	37	1	0	0	0	0	0	0	0	0	0	0	0	1	15	09	01	0	22.6	57	1	0	9	3	1	19	2	07	1	3	99	-	-	-	-	61	9.2	-	0						
43	30	17	11	64	02	1	22.5	57	5	2	5	3	0	37	1	0	0	0	0	0	0	0	0	0	0	0	1	15	09	01	0	22.6	57	1	0	9	3	1	19	2	07	1	3	99	-	-	-	-	61	9.2	-	0						
43	30	17	11	64	02	1	22.5	57	5	2	5	3	0	37	1	0	0	0	0	0	0	0	0	0	0	0	1	15	09	01	0	22.6	57	1	0	9	3	1	19	2	07	1	3	99	-	-	-	-	61	9.2	-	0						
43	30	17	11	64	02	1	22.5	57	5	2	5	3	0	37	1	0	0	0	0	0	0	0	0	0	0	0	1	15	09	01	0	22.6	57	1	0	9	3	1	19	2	07	1	3	99	-	-	-	-	61	9.2	-	0						
43	30	17	11	64	02	1	22.5	57	5	2	5	3	0	37	1	0	0	0	0	0	0	0	0	0	0	0	1	15	09	01	0	22.6	57	1	0	9	3	1	19	2	07	1	3	99	-	-	-	-	61	9.2	-	0						
43	30	17	11	64	02	1	22.5	57	5	2	5	3	0	37	1	0	0	0	0	0	0	0	0	0	0	0	1	15	09	01	0	22.6	57	1	0	9	3	1	19	2	07	1	3	99	-	-	-	-	61	9.2	-	0						
43	30	17	11	64	02	1	22.5	57	5	2	5	3	0	37	1	0	0	0	0	0	0	0	0	0	0	0	1	15	09	01	0	22.6	57	1	0	9	3	1	19	2	07	1	3	99	-	-	-	-	61	9.2	-	0						
43	30	17	11	64	02	1	22.5	57	5	2	5	3	0	37	1	0	0	0	0	0	0	0	0	0	0	0	1	15	09	01	0	22.6	57	1	0	9	3	1	19	2	07	1	3	99	-	-	-	-	61	9.2	-	0						
43	30	17	11	64	02	1	22.5	57	5	2	5	3	0	37	1	0	0	0	0	0	0	0	0	0	0	0	1	15	09	01	0	22.6	57	1	0	9	3	1	19	2	07	1	3	99	-	-	-	-	61	9.2	-	0						
43	30	17	11	64	02	1	22.5	57	5	2	5	3	0	37	1	0	0	0	0	0	0	0	0	0	0	0	1	15	09	01	0	22.6	57	1	0	9	3	1	19	2	07	1	3	99	-	-	-	-	61	9.2	-	0						
43	30	17	11	64	02	1	22.5	57	5	2	5	3	0	37	1	0	0	0	0	0	0	0	0	0	0	0	1	15	09	01	0	22.6	57	1	0	9	3	1	19	2	07	1	3	99	-	-	-	-	61	9.2	-	0						
43	30	17	11	64	02	1	22.5	57	5	2	5	3	0	37	1	0	0	0	0	0	0	0	0	0	0	0	1	15	09	01	0	22.6	57	1	0	9	3	1	19	2	07	1	3	99	-	-	-	-	61	9.2	-	0						
43	30	17	11	64	02	1	22.5	57	5	2	5	3	0	37	1	0	0	0	0	0	0	0	0	0	0	0	1	15	09	01	0	22.6	57	1	0	9	3	1	19	2	07	1	3	99	-	-	-	-	61	9.2	-	0						
43	30	17	11	64	02	1	22.5	57	5	2	5	3	0	37	1	0	0	0	0	0	0	0	0	0	0	0	1	15	09	01	0	22.6	57	1	0	9	3	1	19	2	07	1	3	99	-	-	-	-	61	9.2	-	0						
43	30	17	11	64	02	1	22.5	57	5	2	5	3	0	37	1	0	0	0	0	0	0	0	0	0	0	0	1	15	09	01	0	22.6	57	1	0	9	3	1	19	2	07	1	3	99	-	-	-	-	61	9.2	-	0						
43	30	17	11	64	02	1	22.5	57	5	2	5	3	0	37	1	0	0	0	0	0	0	0	0	0	0	0	1	15	09	01	0																											

12h. Ships Reports

Zodiac F.M.21.A						LAT.		LONG.		Total Cloud		Wind		Weather			Bar at M.S.L.		Dry Bulb Temp.		Cloud					Course		Bar		Temp.		Waves		
Ship						Lalsls	LoLoLo	N	dd	#	VV	ww	W	PPP	TT	Nh	CL	h	CM	CH	DS	Vz	a	pp	TtTsTdTd	Tdtd	dwdw	Pw	Hw					
BATHER RECORDER						589	180	2	24	12	98	01	1	900	42	2	2	5	0	0	0	0	0	0	05	37	41	25	4	7				
JULIUS						524	200	6	23	27	65	02	8	114	50	5	5	5	0	1	6	1	1	12	52	43	23	4	5					
BATHER OBSERVER						450	160	4	05	08	99	02	2	253	55	4	8	5	0	0	0	0	0	02	51	46	49	-	2					
SUNAR FRONT						660	020(8)	8	20	22	98	60	6	087	45	8	7	3	-	-	0	0	0	07	03	39	23	4	4					
BATHER WATCHER						620	325	8	35	25	97	61	6	823	38	7	7	3	-	-	0	0	0	1	18	55	32	02	3	7				
U.S. SHIP "C"						528	355	4	25	32	69	15	8	144	48	4	2	5	0	0	0	0	0	2	19	55	27	18	4	2				
U.S. SHIP "D"						440	410	6	34	12	69	03	2	298	48	6	1	6	0	0	0	0	0	2	15	61	35	34	3	2				
U.S. SHIP "E"						350	480	8	00	00	69	03	2	268	62	5	8	5	0	6	0	0	0	2	08	51	56	31	3	2				
ARRUG						584	111	7	22	18	65	16	8	076	48	6	8	4	0	0	0	0	0	2	3	11	52	48	27	4	5			
DISCOVERY TWO						460	387	6	34	15	98	03	1	268	46	6	2	5	-	-	0	0	0	2	4	11	50	30	32	3	2			

18h. Ships Reports

Ship	LAT.	LONG.	Total Cloud	Wind			Weather			Cloud					Course		Bar		Temp.		Waves			
				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	Lon	N	dd	#	VV	ww	W	PPP	TT	Nh	CL	h	CM	CH	Ds	vs	a	pp	Ta	Td	dwdw	Pw	Hw
WEATHER RECORDER	528	192	8	23	30	96	87	8	963	39	8	3	2	-	-	0	0	8	20	60	34	22	4	7
CUMULUS	524	203	7	25	23	70	81	2	105	48	7	9	2	0	0	3	1	8	08	55	39	23	4	6
WEATHER OBSERVER	450	160	1	23	01	99	02	0	238	61	1	1	6	0	1	0	0	7	09	03	48	26	4	2
POLAR FRONT	660	020E	6	21	21	98	01	2	091	45	6	6	3	-	-	0	0	3	11	50	38	22	4	4
WEATHER WATCHER	620	318	6	02	28	98	02	2	819	36	5	2	5	0	2	0	0	2	37	56	31	01	3	9
U.S. SHIP "C"	524	355	6	29	30	69	85	8	160	40	3	2	5	4	6	0	0	1	05	53	28	79	5	1
U.S. SHIP "D"	440	410	2	36	06	69	02	0	340	44	2	1	6	0	1	0	0	7	08	60	36	34	5	3
CIRRUS	584	093	6	20	18	70	25	1	081	48	3	9	4	6	0	2	3	7	08	51	42	21	4	5
SACRAMENTO	566	210	6	24	30	98	23	8	985	34	4	9	4	9	-	5	4	7	22	60	34	24	4	8
BIRMINGHAM CITY	513	119	8	29	18	97	10	2	202	53	2	8	4	9	-	2	4	5	00	51	43	25	x	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, Meteorological Office, Air Ministry, Kingsway, London, W.C.2.

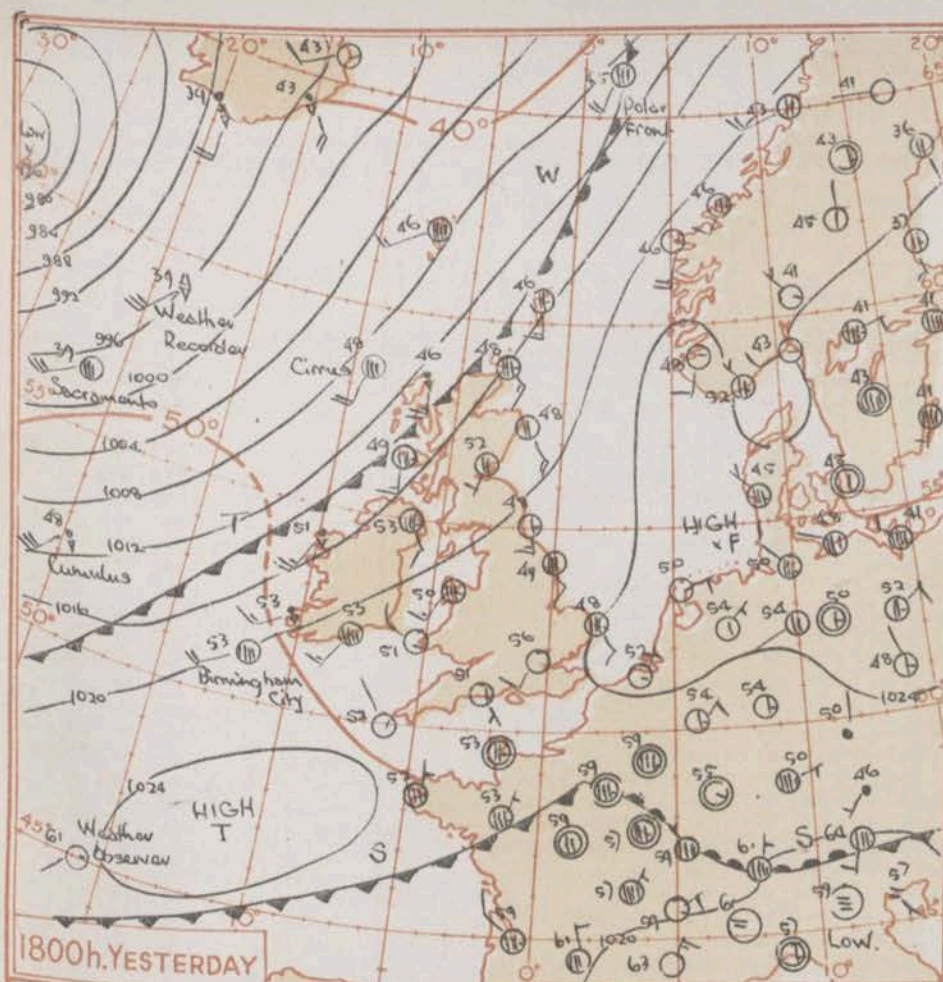
Mid-day (12h)
of
Saturday 20th April
1957

Equidistant azimuthal projection 1:3x10⁷ on the plane of 60°N.
NAUTICAL MILES.

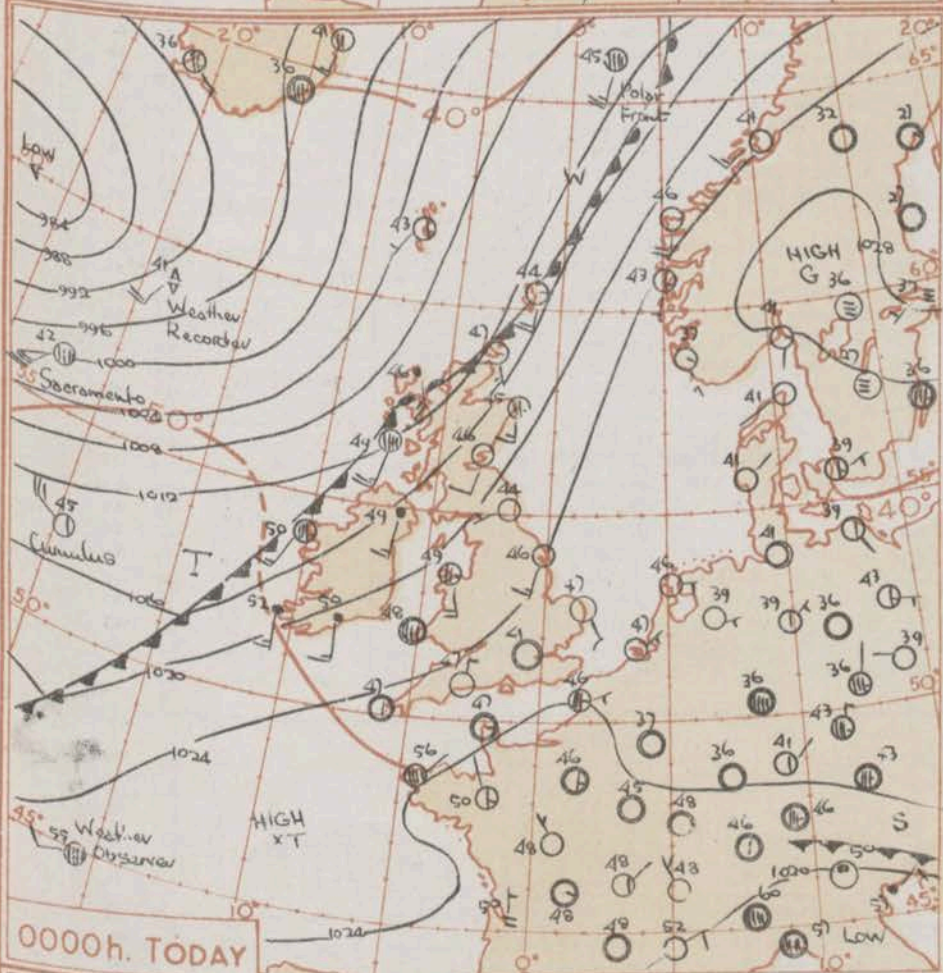
Equidistant azimuthal projection $1:3 \times 10^7$ on the plane of $60^\circ N$.
NAUTICAL MILES.

0000h.
GENERAL

A slow
and a330
and into
country.



1800h. YESTERDAY



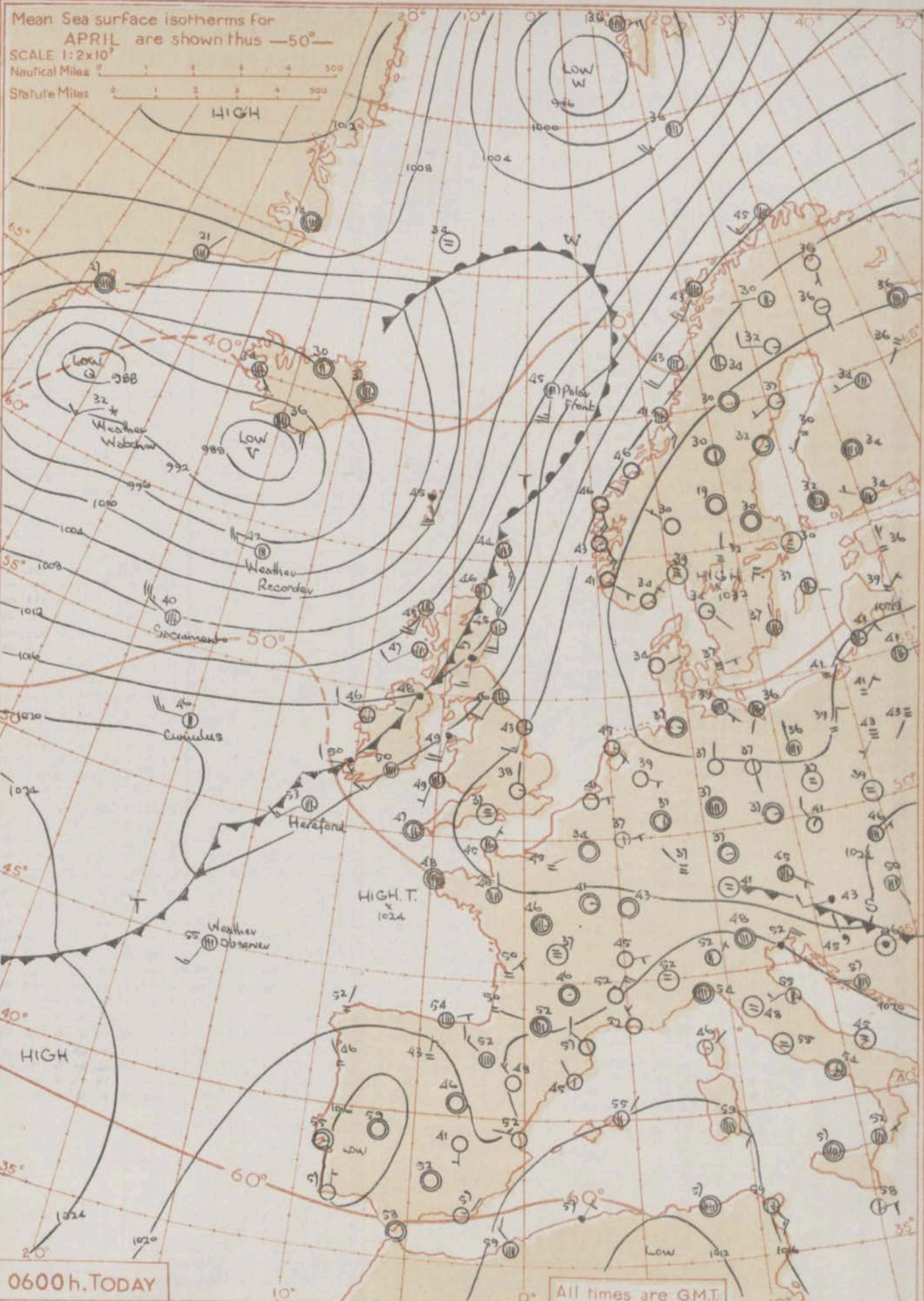
0000h. TODAY

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

SCALE 1:2x10⁷

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

A slow moving depression near Iceland is now expected to move northeastwards and fill steadily and an associated cold front over western districts will move slowly east across Northern Ireland, Scotland and into Wales, Southwest and Northern England bringing cooler air into the west and north of the country. High pressure is likely to persist in the Baltic area.

Issued at mid-day today Sunday 21st April 1957

FORECAST FOR BRITISH ISLES until noon tomorrow

A belt of rain over eastern Scotland, the Irish Sea area and northwest England and Wales will move very slowly east into northeast, central, northern and southwest England. The front will become weaker and rain more occasional with time. Cooler air with sunny intervals and showers will follow the front the showers being heavy at times in the north but more scattered in the west. Probably continuing dry and rather warm over much of the Southeastern half of England with patches of fog and ground frost at night.

OUTLOOK FOR next 24 hours:— Temperatures near normal in most northern areas with rain or showers in places. Mainly dry in South and rather warm.

THE DAILY WEATHER REPORT OF THE METEOROLOGICAL OFFICE, LONDON

No. 34860

Date of Issue: Monday 2nd April 1957 1957

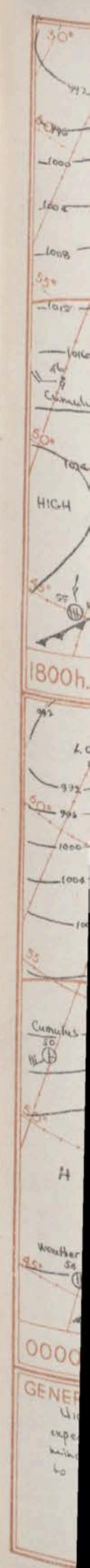
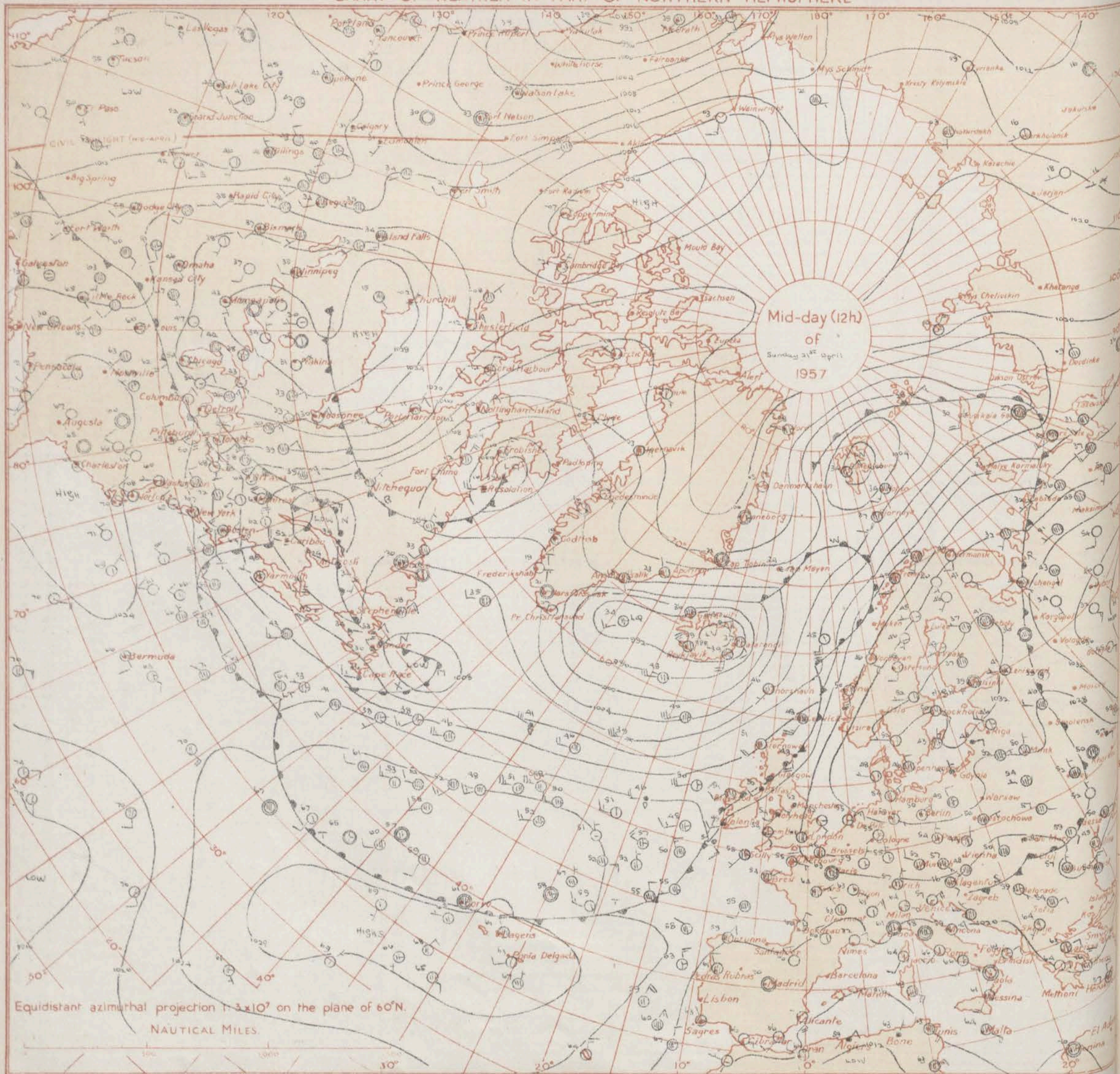
OBSERVATIONS at 12h. G.M.T. 21st April 1957

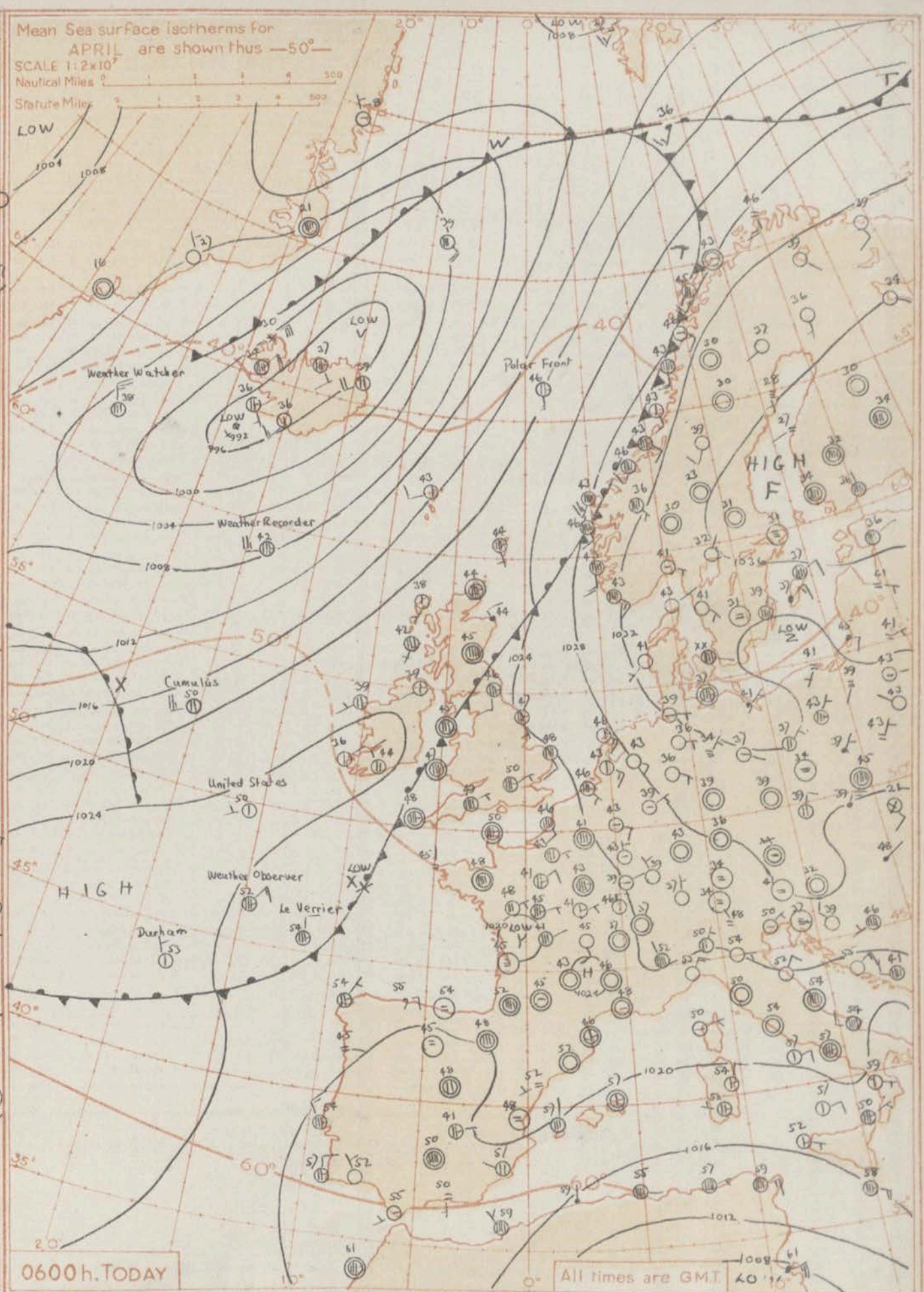
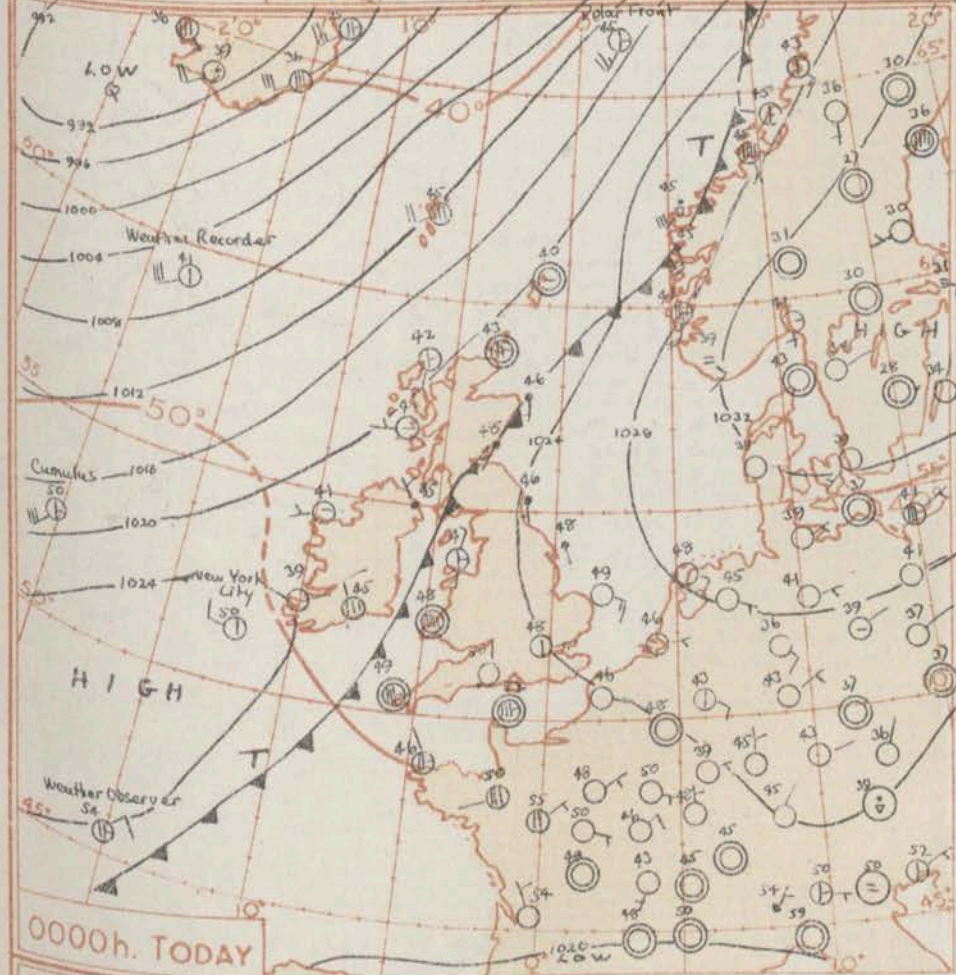
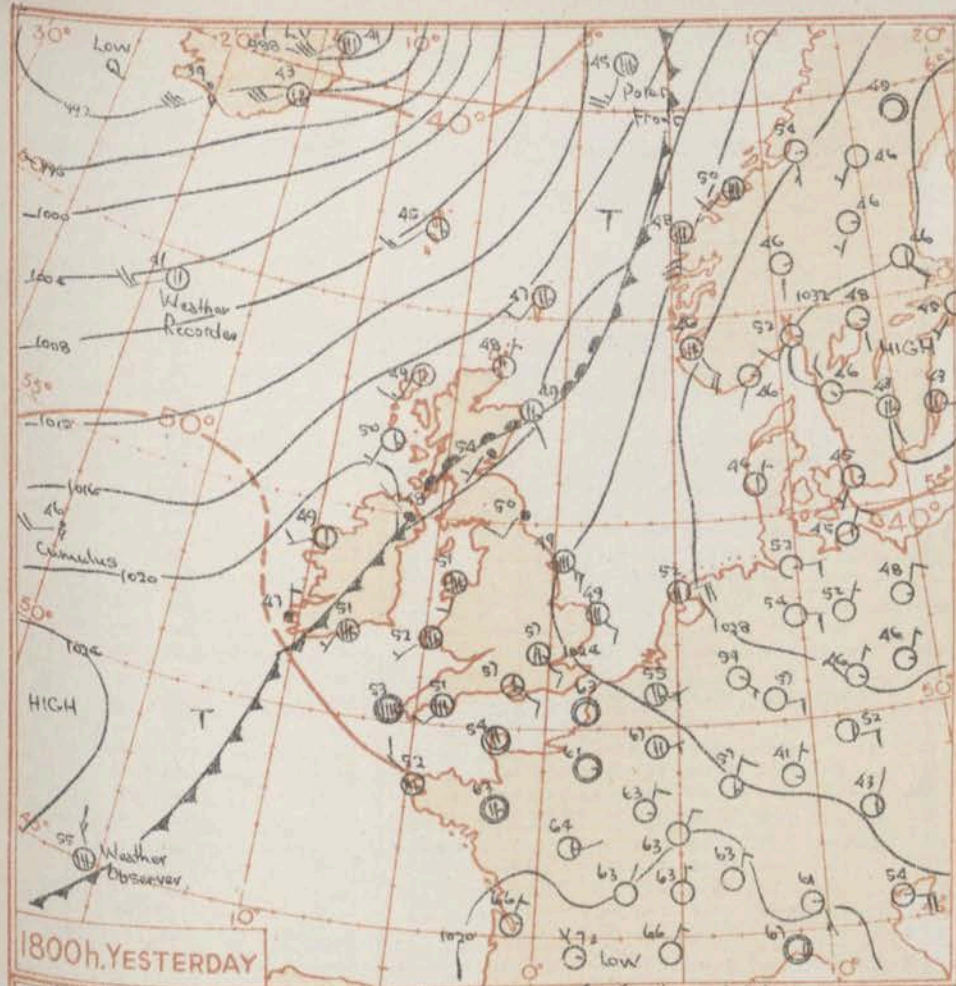
OBSERVATIONS at 18h. G.M.T. 21st April 1957

OBSERVATIONS during DAY

Code F.M.11.A		OBSERVATIONS during DAY																																																		OBSERVATIONS during DAY																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
Station	Station Number	Wind				Weather		Cloud				Bar				Cloud Layers				Wind				Weather		Cloud				Bar				Cloud Layers				Weather				Max. Temp. 09h. to 21h. F.				Sunshine				Rain 09h. to 21h. mm.				State of ground 24h.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
		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	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	09h. to 15h. (51)	15h. to 21h. (52)	(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)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
(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	6	16	11	60	01	2	24.8	60	6	1	5	4	2	30	1	0.6	6	8	30																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										

CHART OF WEATHER IN PART OF NORTHERN HEMISPHERE





GENERAL SYNOPSIS DEVELOPMENT

High pressure continued in the Baltic area and little change is expected in the next 24 hours. The cold front over Scotland and Ireland moved slowly east with minor waves running northeast along it and a small centre was on the front west of Sicily is expected to move east to merge with a trough over France and England which developed unexpectedly overnight.

Issued at mid-day today

Monday 22nd April 1957

FORECAST FOR BRITISH ISLES until noon tomorrow

Mainly cloudy over England and Wales and parts of southern Scotland with outbreaks of showers, perhaps thundery in places. Bright intervals are probable but in most parts they will be brief. Scattered showers and sunny periods in Northern Ireland and west and north Scotland but mainly dry later. Temperatures near normal.

OUTLOOK FOR next 24 hours

Mainly dry in the north; probably outbreaks of thundery rain in the south, chiefly in the southeast.

All times are GMT

100

10

H.M.S.O. Press, M.O. Dutton

THE DAILY WEATHER REPORT OF THE METEOROLOGICAL OFFICE, LONDON

No. 24951

Date of Issue... Tuesday, 23rd April, 1957

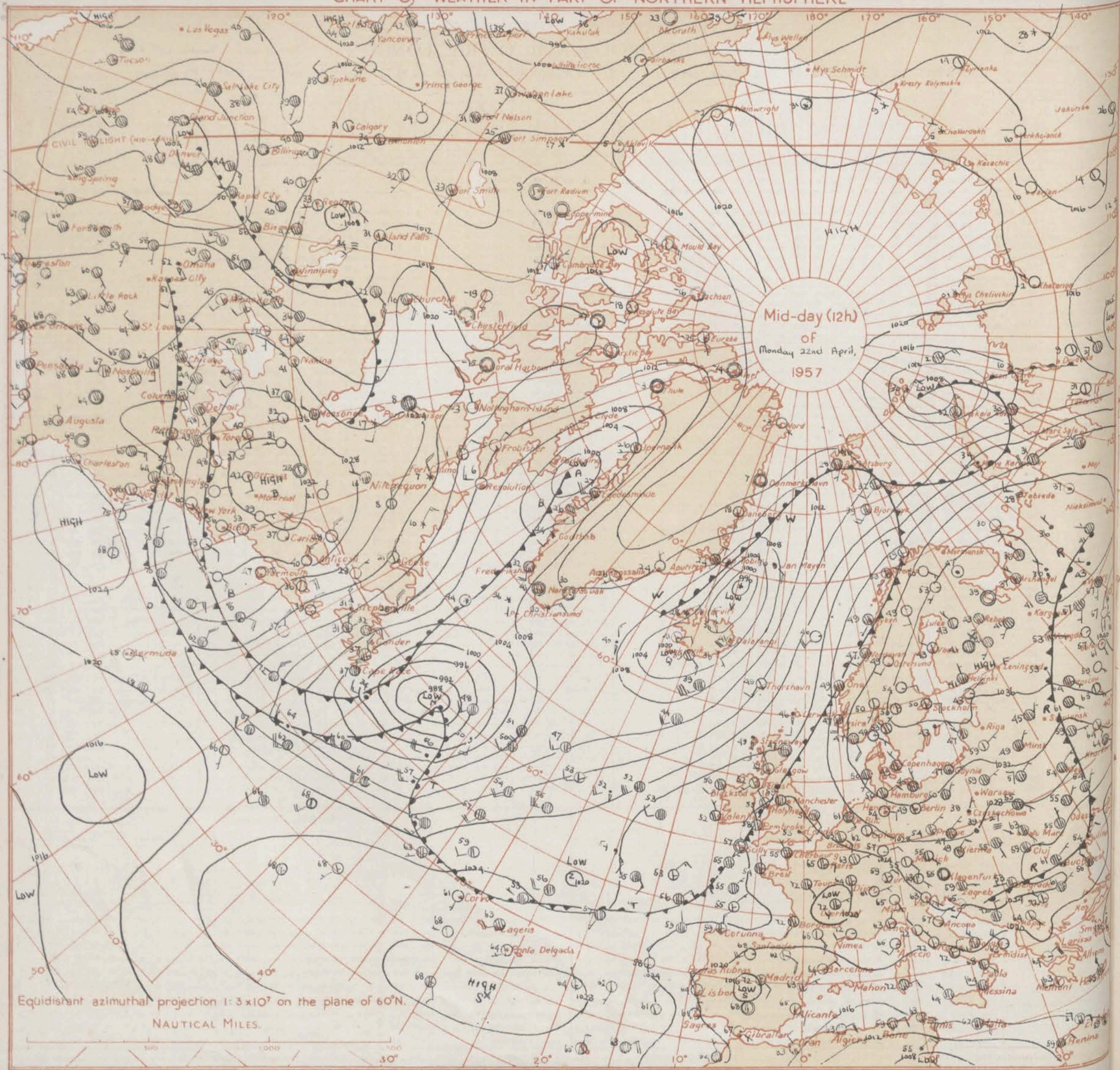
OBSERVATIONS at 12h. G.M.T.

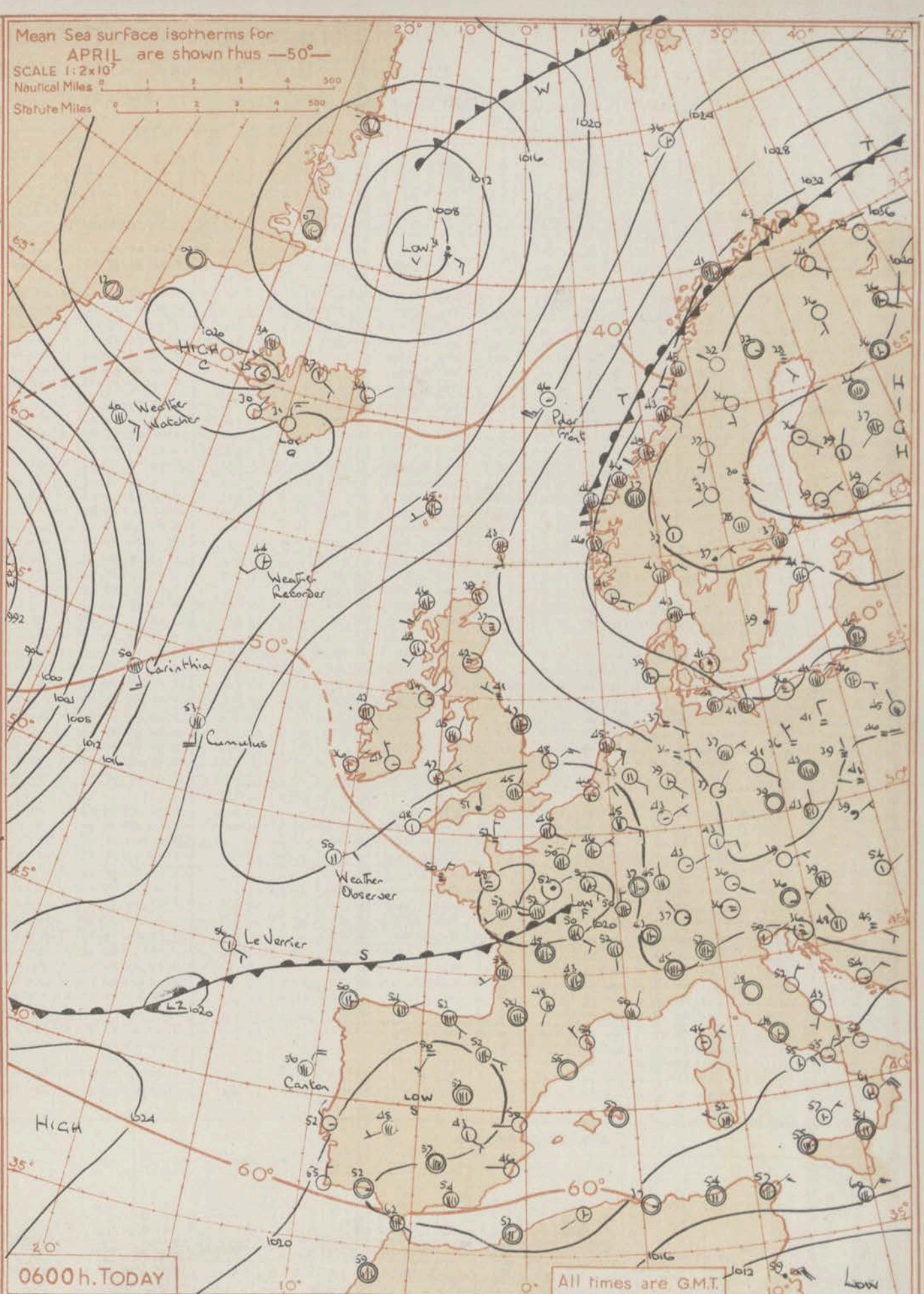
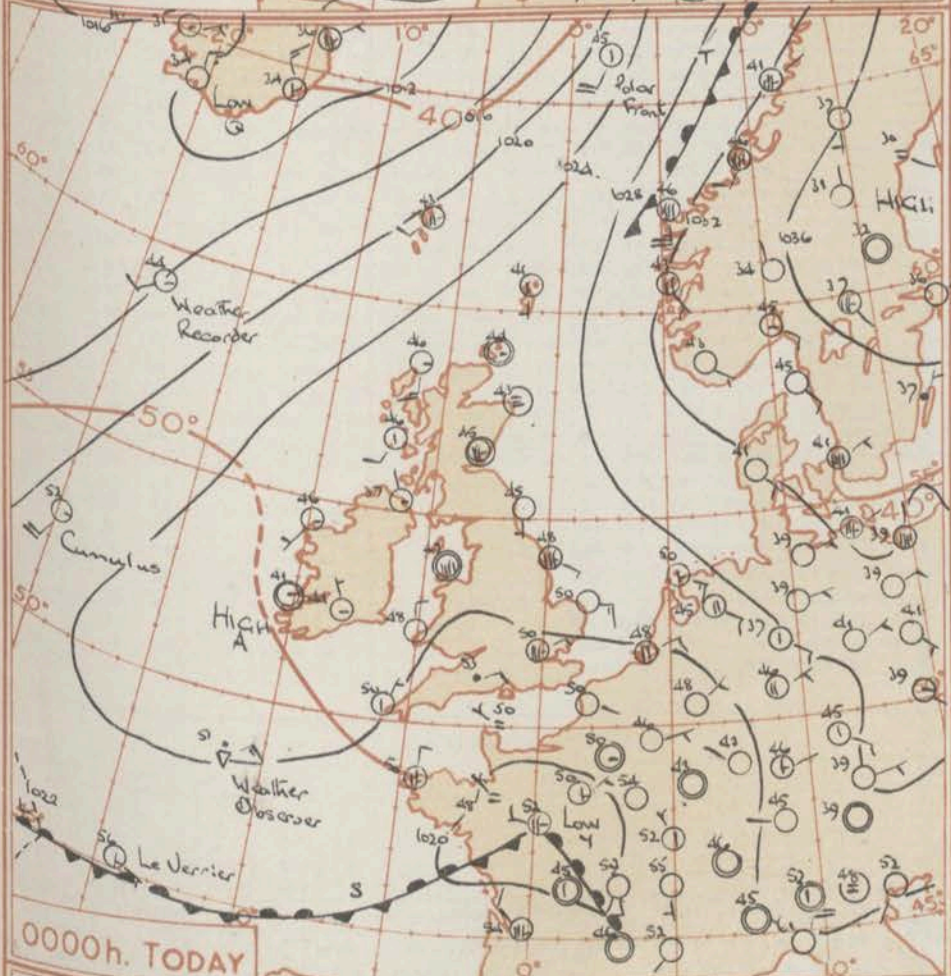
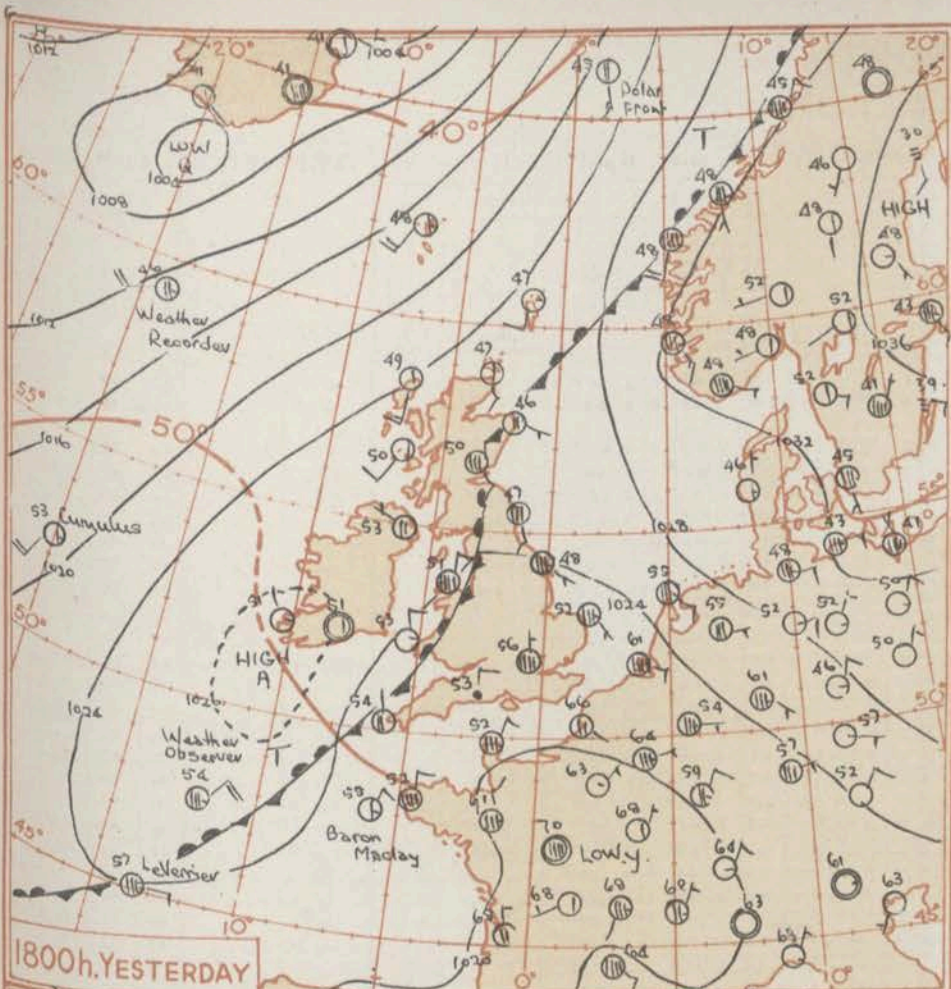
OBSERVATIONS at 18h. G.M.T.

OBSERVATIONS during DAY

Code F.M.11.A	Station	OBSERVATIONS at 12h. G.M.T.															OBSERVATIONS at 18h. G.M.T.															OBSERVATIONS during DAY																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
Wind			Weather			Cloud			Bar			Cloud Layers			Wind			Weather			Cloud			Bar			Cloud Layers			Weather																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
Direction		Speed	Visiblty	Present	Past	Bar at M.S.L.	Dry Bulb Temp.	Amount	Low	Height	Medium	High	Dew Point Temp.	Character	Change in 3 hours	Direction	Speed	Visiblty	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	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount

CHART OF WEATHER IN PART OF NORTHERN HEMISPHERE





GENERAL SYNOPSIS DEVELOPMENT

An anticyclone in the Baltic area is expected to remain almost stationary with a ridge towards Scotland. The front over east Scotland and the Irish Sea yesterday gradually weakened and lost its activity. A weak trough which developed over England yesterday has moved slowly west, and has now almost disappeared, but a shallow depression over France will persist with further cyclonic development over Biscay and Spain. A small anticyclone over Northern Ireland will be maintained and possibly become amalgamated with a small anticyclone moving southeast from Iceland.

Issued at mid-day today Tuesday 23rd April 1957

FORECAST FOR BRITISH ISLES until noon tomorrow

Over Scotland and Northern Ireland weather will be mainly dry with sunny periods and a few scattered showers will die out. Over England and Wales there will be variable cloud with occasional rain in a few places and perhaps thunder in some southeastern districts. Temperatures will be a little above the seasonal normal generally and there will be slight frost in parts of Scotland and Northern Ireland.

OUTLOOK FOR next 24 hours: - Perhaps rain at times in southern England with some thunder, but mainly dry elsewhere. Temperatures mostly around the seasonal normal.

No

Code

* Information not usually received.

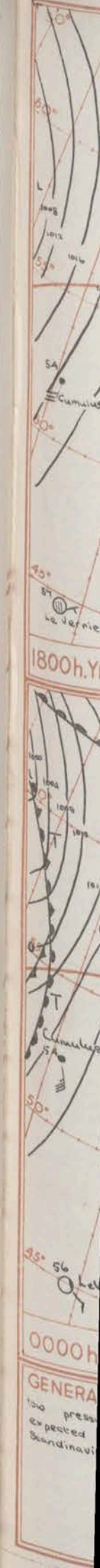
Date of Issue: Wednesday 24th April 1957

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, Meteorological Office, Air Ministry, Kingsway, London, W.C.2

10



0000h

GENERA

no press
expected
Scandinavi

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

SCALE 1:2x10⁷

Nautical Miles

Statute Miles

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

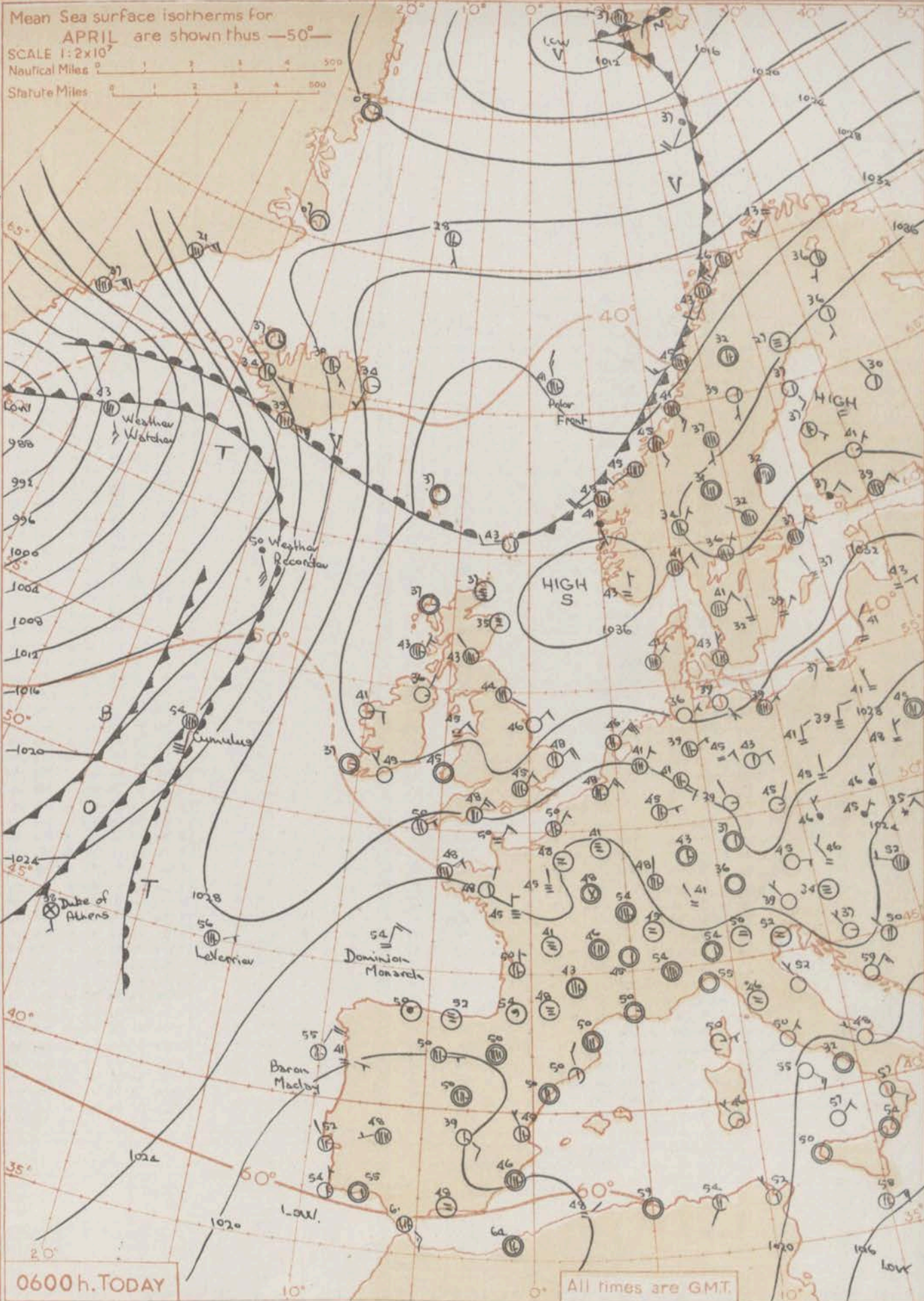
0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500

0 1 2 3 4 500



0600h. TODAY

Issued at mid-day today Wednesday 24 April 1957

FORECAST FOR BRITISH ISLES until noon tomorrow

It will be mainly dry though a few scattered showers may occur. Some mist or fog patches may occur in east Scotland and some morning stratus is likely in England and Wales on hills exposed to northeast winds. Temperatures will be a little above the seasonal normal but east coast districts will be cooler. Some ground frost is likely in northern districts.

OUTLOOK FOR the following 24 hours. Dry with temperatures mostly above normal.

GENERAL SYNOPSIS DEVELOPMENT A shallow trough of low pressure persists over France and Spain while pressure is expected to remain high from Ireland to Finland with a new anticyclone moving southeast into Scandinavia.

0000h. TODAY

1800h. YESTERDAY

0000h. TODAY

THE DAILY WEATHER REPORT
OF THE METEOROLOGICAL OFFICE, LONDON

00h. Ships Reports																									06h. Ships Reports																													
Code FM 21 A		LAT.	LONG.	Wind		Weather		Bar at M.S.L.	Dry Bulb Temp.	Cloud				Course		Bar	Temp	Waves			Ship	LAT.	LONG.	Wind		Weather		Bar at M.S.L.	Dry Bulb Temp.	Cloud				Course		Bar	Temp	Waves																
Ship	Total Cloud			Direction	Speed	Visibility	Present			Past	Amount	Low	Height	Medium	High			Direction	Speed	Character				Change in 3 hours	Sea	Dew Point	Direction			Period	Height	Total Cloud	Direction	Speed	Visibility				Present	Past	Amount	Low	Height	Medium	High	Direction	Speed	Character	Change in 3 hours	Sea	Dew Point	Direction	Period	Height
Cumulus	526	198	8	7	32	60	6	6	229	54	6	5	4	7	4	1	05	01	48	17	5	7	660	020E	7	56	16	98	03	2	311	41	7	5	4	0	0	2	14	54	16	49												
Weather Observer	512	072	2	04	25	98	02	0	280	52	0	0	9	0	1	4	1	03	51	48	07	3	2	541	089	8	16	30	96	6	6	194	50	7	6	4	2	0	4	2	3	11	01	49										
Weather Recorder	592	186	8	10	26	98	60	6	207	49	5	0	9	2	7	0	0	7	07	50	49	4	24	524	201	8	18	50	65	02	2	331	54	4	5	4	7	5	1	3	01	01	50											
Polar Front	640	020E	7	30	10	98	02	2	291	41	5	3	6	7	0	0	0	2	09	53	39	25	3	3	521	062	0	05	7	99	02	0	309	50	0	0	9	0	0	1	4	2	22	50										
U.S. Ship 'D'	440	410	6	29	12	69	02	2	246	48	6	2	4	0	0	0	0	2	17	56	56	29	5	3	440	410	4	25	7	69	01	2	339	48	4	2	5	0	0	0	0	7	4	58										
Carinthia	582	130	9	16	24	98	01	0	208	50	0	0	9	0	1	7	3	40	53	46	0	0	0	450	61	7	07	04	65	03	1	379	96	6	8	5	0	2	0	0	2	05	52											
Weather Watcher	621	331	8	09	48	96	61	6	959	43	6	7	3	2	6	2	1	7	55	01	41	10	4	9	621	330	6	15	7	97	15	6	984	43	5	2	4	7	0	0	2	22	01											
Le Jarrier	450	460	2	10	09	66	01	1	274	56	1	1	4	0	1	0	0	1	04	51	50	10	3	1	455	075	8	03	15	97	10	1	182	54	8	6	1	1	6	6	4	52												
Britannic	574	080	8	18	21	98	02	2	271	53	8	4	6	0	2	6	2	30	53	49	0	0	0	447	100	5	02	18	99	02	1	212	55	3	2	5	0	1	2	4	3	00												
Dominion Monarch	441	078	7	03	15	98	60	0	224	54	7	7	4	0	1	6	2	07	00	46	05	3	3	446	203	9	16	05	98	02	2	203	58	9	0	0	0	0	2	4	2	20												

THE DAILY WEATHER REPORT OF THE METEOROLOGICAL OFFICE, LONDON

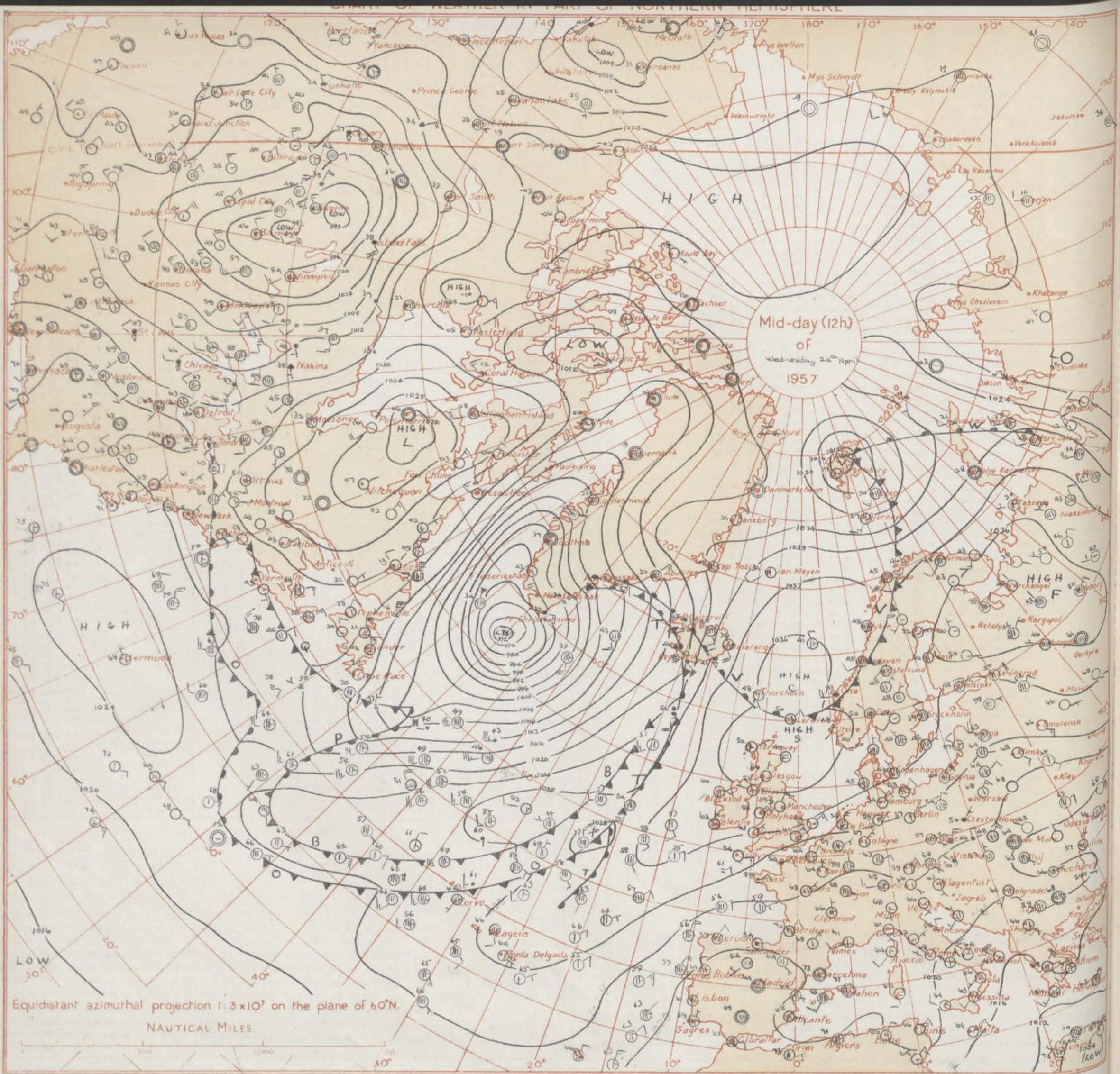
No. 34953

Date of Issue Thursday 26th April 1957

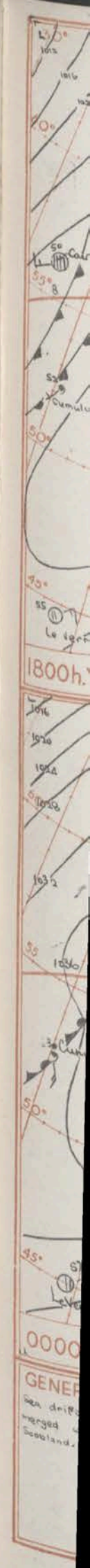
8 NIGHT

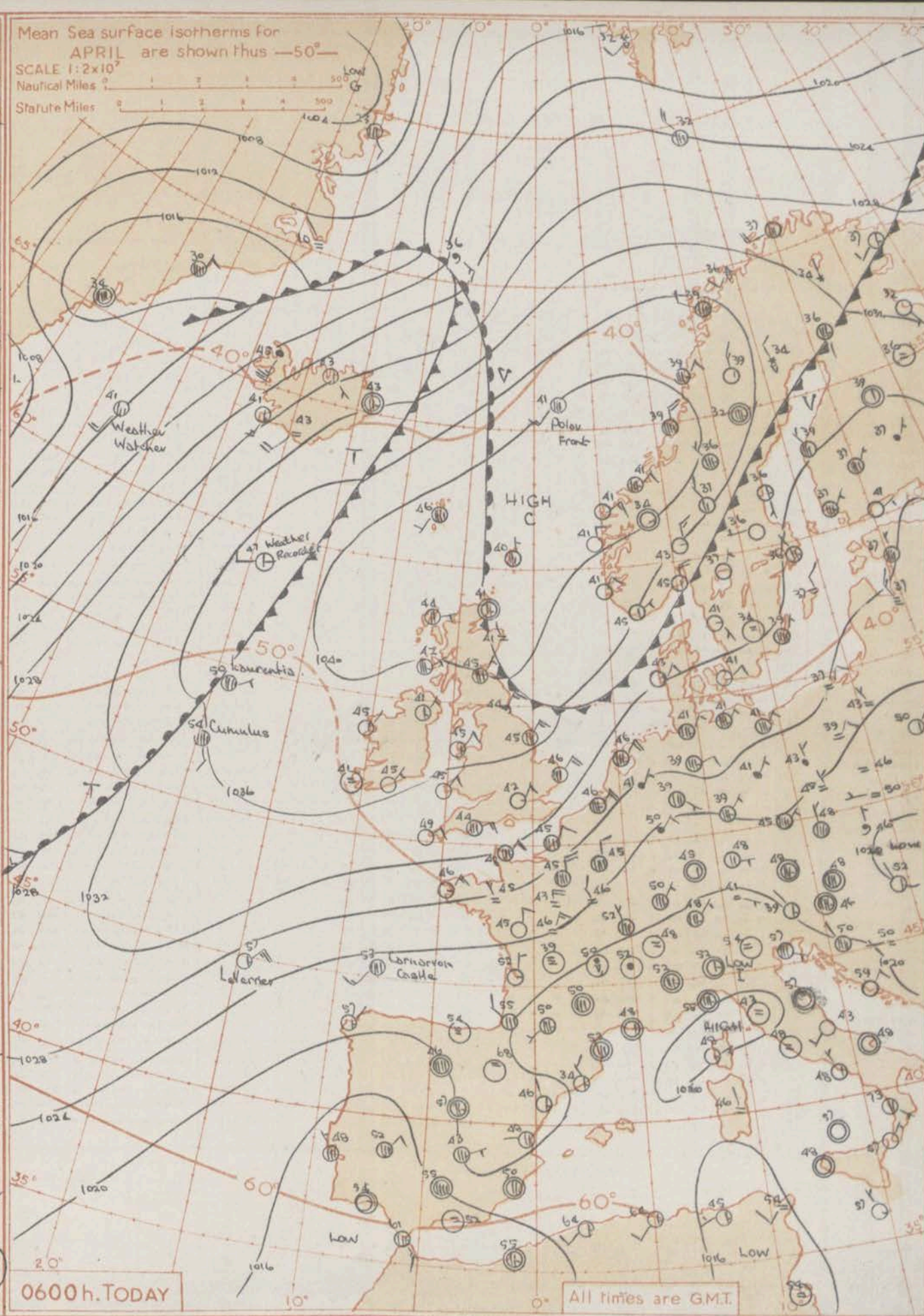
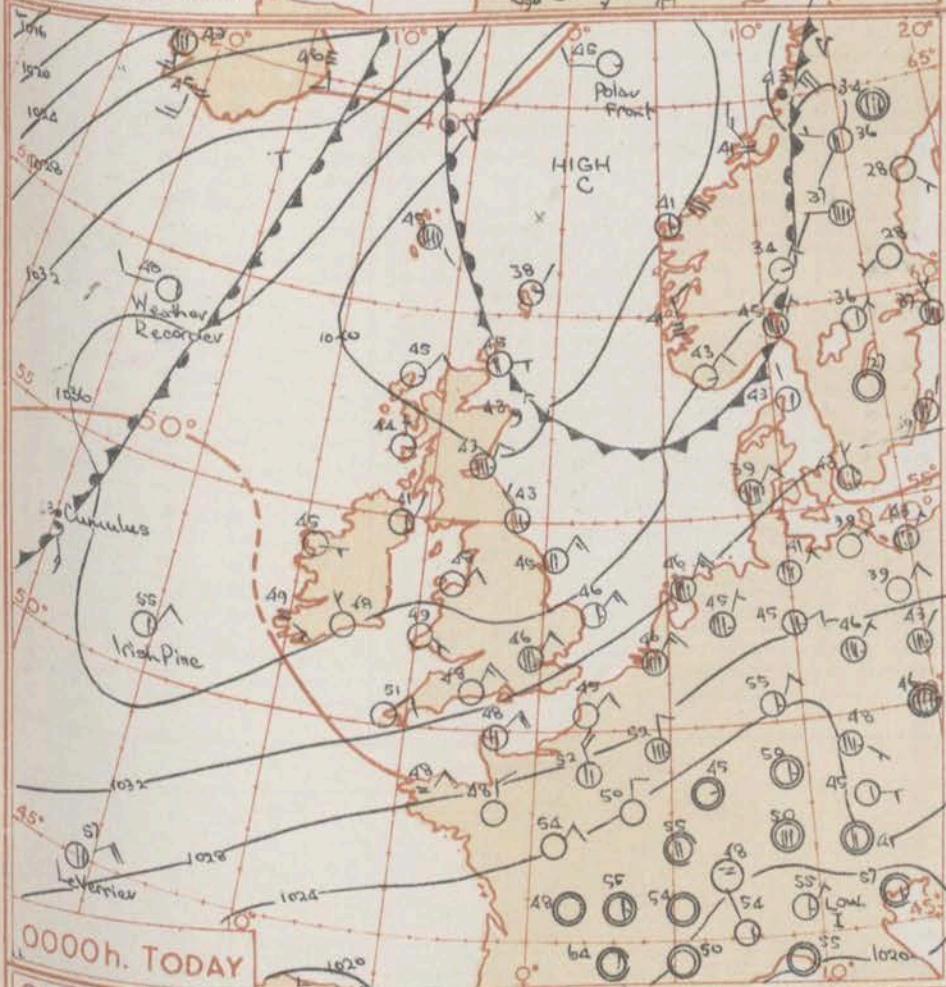
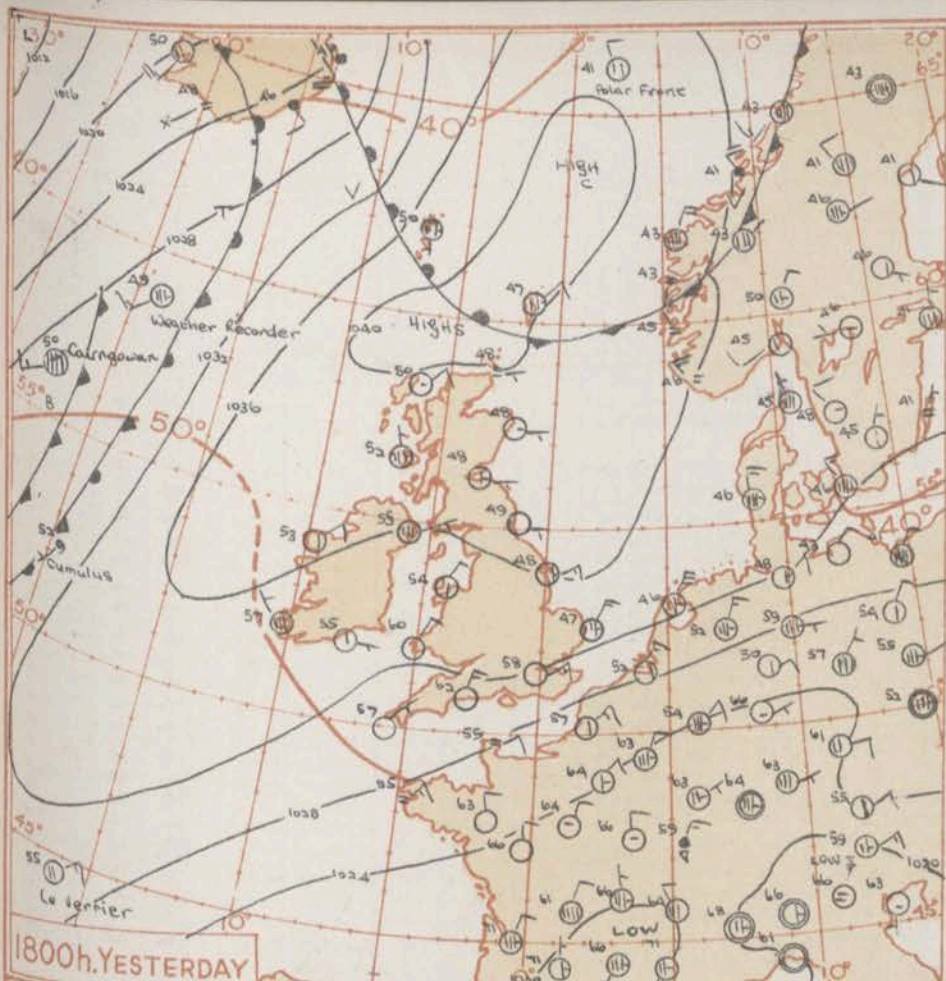
 Rain
1h to 6h, m. m.
(55)
(56)

OBSERVATIONS at 12h. G.M.T. 24th April 1957																									OBSERVATIONS at 18h. G.M.T. 24th April 1957																									OBSERVATIONS during DAY																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
Code F.M.11.A	Station	Station Number	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	Change in 3 hours	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Weather	Max. Temp. 09h. to 21h.	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	1	03	17	10	02	6	0	312	65	1	1	6	0	0	33	1	03	1	8	40						0	05	16	70	02	0	313	57	0	0	9	0	0	30	2	02																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										</



Equidistant azimuthal projection 1:3x10⁷ on the plane of 60°N.
NAUTICAL MILES.





Mean Sea surface isotherms for
APRIL are shown thus —50°—
SCALE 1:2x10⁷
Nautical Miles
Statute Miles

GENERAL SYNOPSIS DEVELOPMENT An anticyclone over the north sea drifted west and another developing between Iceland and Norway has now merged with it, and the new centre will probably be slow moving remaining to north or northeast of Scotland. A cold front will move westwards across the British Isles.

Issued at mid-day today Thursday 25th April 1957

FORECAST FOR BRITISH ISLES until noon tomorrow Though it will be sunny and rather warm in western England and Wales, more central and eastern areas will have rather cold mainly cloudy weather with some rain at times, much of it only slight. In Scotland and northern Ireland weather will probably be mainly dry and bright though some showers may occur in the east of Scotland where it will be rather cold. Ground frost and local slight air frost is expected in northwestern areas tonight.

OUTLOOK FOR the following 24 hours. Probably similar.

THE DAILY WEATHER REPORT
OF THE METEOROLOGICAL OFFICE; LONDON

00h. Ships Reports																											06h. Ships Reports																										
Code FM 21.A		LAT.	LONG.	Wind		Weather		Bar at M.S.L.	Dry Bulb Temp.	Cloud					Course		Bar	Temp.	Waves		Ship	LAT.	LONG.	Wind		Weather		Bar at M.S.L.	Dry Bulb Temp.	Cloud					Course		Bar	Temp.	Waves														
Ship	Total Cloud			Direction	Speed	Visibility	Present			Past	Amount	Low	Height	Medium	High	Direction			Speed	Character				Change in 3 hours	Dew Point	Direction	Period			Height	Total Cloud	Direction	Speed	Visibility	Present	Past			Amount	Low	Height	Medium	High	Direction	Speed	Character	Change in 3 hours	Dew Point	Direction	Period	Height		
	LtLat			LtLong	N	dd	R			VV	ww	W	PPP	TT	Nh	CL			H	CM				CH	Ds	Vs	a			pp	Ts	Td	Td	dwdw	Pw	Hw			LtLat	LtLong	N	dd	R	VV	ww	W	PPP	TT	Nh	CL	H	CM	CH
WEATHER RECORDER	589	187	2	27	10	98	03	0	351	48	0	0	9	0	1	0	0	2	24	51	44	27	4	0			590	167	3	26	08	99	02	1	381	47	3	5	6	0	1	8	3	6	30	52	39	25	0	6			
CUMULUS	528	200	8	17	6	50	58	5	342	53	4	6	2	0	0	0	0	1	12	51	50	24	5	8			526	199	8	17	12	60	03	5	352	54	8	6	3	0	0	0	2	03	01	50	24	5	8				
LE JARREUR	419	163	5	04	21	65	03	1	305	57	4	5	5	0	1	2	2	4	00	51	33	04	3	3			451	149	3	05	23	60	01	2	296	57	2	5	5	0	2	1	2	7	05	00	54	04	3	3			
POLAR FRONT	660	0208	1	27	07	99	01	0	416	45	1	5	5	0	6	0	0	1	08	56	28	49	-	2			660	0208	6	22	12	99	03	1	414	41	4	5	5	0	1	0	0	7	01	55	37	49	4	7			
WEATHER WATCHER	624	239	7	19	20	98	03	8	176	40	9	8	5	0	0	0	0	2	28	53	32	16	0	7			626	329	6	19	20	98	02	2	165	41	4	5	5	0	0	0	0	1	09	50	34	18	4	1			
U.S. SHIP 'S	440	410	4	18	51	69	01	2	188	56	4	2	5	0	0	0	0	7	18	06	49	19	4	6			440	410	3	18	30	69	01	2	193	56	3	2	6	0	0	0	0	7	27	00	48	18	4	1			
IRISH PINE	584	159	2	02	09	98	02	0	371	58	2	0	8	0	0	6	4	1	07	03	49	04	3	2			540	193	8	07	04	98	16	5	328	50	8	4	5	0	0	6	5	1	10	02	48	07	4	6			
WEATHER OBSERVER	519	052	0	36	07	96	04	0	376	48	0	0	9	0	0	8	3	2	03	51	47	36	2	1			455	140	8	20	06	96	03	1	218	53	3	7	5	1	9	1	7	2	16	54	49	20	4	7			
CARNARVON CASTLE	439	090	8	06	20	97	03	1	207	54	0	0	9	5	0	1	6	1	15	01	04	06	4	5			472	105	1	13	30	98	03	0	135	54	1	5	5	0	0	5	3	6	08	51	52	18	3	1			
NEW YORK CITY	468	336	7	16	18	98	03	2	257	54	9	0	0	0	0	5	4	2	00	00	58	16	2	4			502	032	8	04	18	98	03	0	325	40	8	5	4	-	-	1	6	3	08	33	39	04	3	1			
WEATHER RECORDER	590	167	3	26	08	99	02	1	381	47	3	5	6	0	1	8	3	6	30	52	39	25	0	6			590	167	3	26	08	99	02	1	381	47	3	5	6	0	1	8	3	6	30	52	39	25	0	6			
CUMULUS	526	199	8	17	12	60	03	5	352	54	8	6	3	0	0	0	0	2	03	51	50	24	5	8			526	199	8	17	12	60	03	5	352	54	8	6	3	0	0	0	2	03	51	50	24	5	8				
LE JARREUR	451	149	3	05	23	60	01	2	296	57	2	5	5	0	2	1	2	7	05	00	54	04	3	3			451	149	3	05	23	60	01	2	296	57	2	5	5	0	2	1	2	7	05	00	54	04	3	3			
POLAR FRONT	660	0208	6	22	12	99	03	1	414	41	4	5	5	0	1	0	0	7	01	55	37	49	4	7			660	0208	6	22	12	99	03	1	414	41	4	5	5	0	1	0	0	7	01	55	37	49	4	7			
WEATHER WATCHER	626	329	6	19	20	98	02	2	165	41	4	5	5	0	0	0	0	2	28	53	32	16	0	7			626	329	6	19	20	98	02	2	165	41	4	5	5	0	0	0	0	1	09	50	34	18	4	1			
U.S. SHIP 'S	440	410	3	18	30	69	01	2	193	56	3	2	6	0	0	0	0	7	18	06	49	19	4	6			440	410	3	18	30	69	01	2	193	56	3	2	6	0	0	0	0	7	27	00	48	18	4	1			
LAURENTIA	540	193	8	07	04	98	16	5	328	50	8	4	5	0	0	6	5	1	10	02	48	07	4	6			540	193	8	07	04	98	16	5	328	50	8	4	5	0	0	6	5	1	10	02	48	07	4	6			
CARNARVON CASTLE	455	140	8	20	06	96	03	1	218	53	3	7	5	1	9	1	7	2	16	54	49	20	4	7			455	140	8	20	06	96	03	1	218	53	3	7	5	1	9	1	7	2	16	54	49	20	4	7			
SACRAMENTO	472	105	1	13	30	98	03	0	135	54	1	5	5	0	0	5	3	6	08	51	52	18	3	1			472	105	1	13	30	98	03	0	135	54	1	5	5	0	0	5	3	6	08	51	52	18	3	1			
HAWAII	502	032	8	04	18	98	03	0	325	40	8	5	4	-	-	1	6	3	08	33	39	04	3	1			502	032	8	04	18	98	03	0	325	40	8	5	4	-	-	1	6	3	08	33	39	04	3	1			

* Information not usually received

H.M.S.O. Price, M.O. Dunn

No. _____

Code F.M.1

Station

Kew
London Air

Tangmere
Hurn

Guernsey
Felixstowe
Gor

Gorleston
Mildenhall
Cardington

West Raynh
Wittering

Filtering
 Boscombe C
 Ross-on-Wy
 B-1

Bristol
Aberporth
Pemb...

Pembroke D
Plymouth
Chivenor

St. Maryan
Culdrose

Scilly
Elmdon
Shard

Shawbury
Manchester
Squire

Squires Gate
Valley
Ronaldsway

Silloth
Watnall

Spurn Head
Lindholme
Dirk

Dishforth
Tynemouth
Eskdalemuir

West Freugh
Prestwick

Renfrew
Leuchars
Dun

Dyce
Wick
Cape May

Cape Wrath
Sule Skerry
Lerwick

Stornoway
Benbecula

Three
Aldergrove
Malin

Malin Head
Belmullet
Birr

Collinstown
Rineanna

Roche Poir
Valentia

Code F.M.21

Ship

САНКТ-ПЕТЕРБУРГ
ПОЛИТЕХНИЧЕСКИЙ УНИВЕРСИТЕТ


POLAR FR
LE VERD

WEATHER
U.S. 24.12

ATHLETIC FOR
GLOUCESTER

RIGHT TO
BASICS

All times



THE DAILY WEATHER REPORT
OF THE METEOROLOGICAL OFFICE, LONDON

Date of Issue, Friday 26th April 1957

No. 34654

12h. Ships Reports

Date 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	Pas.	Amount			Low	Height	Medium	High	Direction	Speed	Character ^c	Change in 3 hours	Sea	Dew Point	Direction	Period	Height
Lalaka	Loloto	N	dd	ff	VV	ww	W	PPP	TT	Nh	CL	h	CM	CH	Ds	Vs	a	pp	Ts	Td	Td	dwdw	Pw	Hw
CUMULUS	525	200	5	15	12	75	02	2	374	54	2	5	5	4	1	0	0	1	09	01	50	19	4	4
WEATHER RECORDER	590	187	0	26	03	99	03	0	399	51	0	0	5	0	0	0	0	2	93	01	36	27	-	6
POLAR FRONT	660	020(E)	7	22	21	98	02	2	394	53	6	5	4	3	-	0	0	7	16	53	39	22	2	2
LE VERRIER	460	155	2	05	25	60	01	2	288	57	2	1	5	0	0	0	0	7	01	01	54	24	5	2
WEATHER WATCHER	627	232	6	22	13	97	01	6	175	40	6	5	4	-	1	0	0	3	11	52	39	49	-	0
U.S. SHIP "D"	440	410	7	16	20	69	02	2	129	57	7	0	8	1	0	0	0	8	17	01	48	18	4	6
ATHAL FORM	471	161	0	04	11	97	05	0	313	60	0	0	9	0	0	1	4	2	10	04	52	05	-	3
GLoucester CITY	497	310	8	13	18	97	02	1	252	55	4	5	4	7	-	2	5	2	30	02	47	49	-	1
RIGHT	535	206	7	15	10	98	03	1	217	48	2	2	5	3	-	1	5	2	26	02	41	49	3	3
BASKARVILLE	513	153	3	04	10	90	02	0	372	55	0	0	9	1	1	2	4	7	03	02	49			
All time																								

18h. Ships Reports

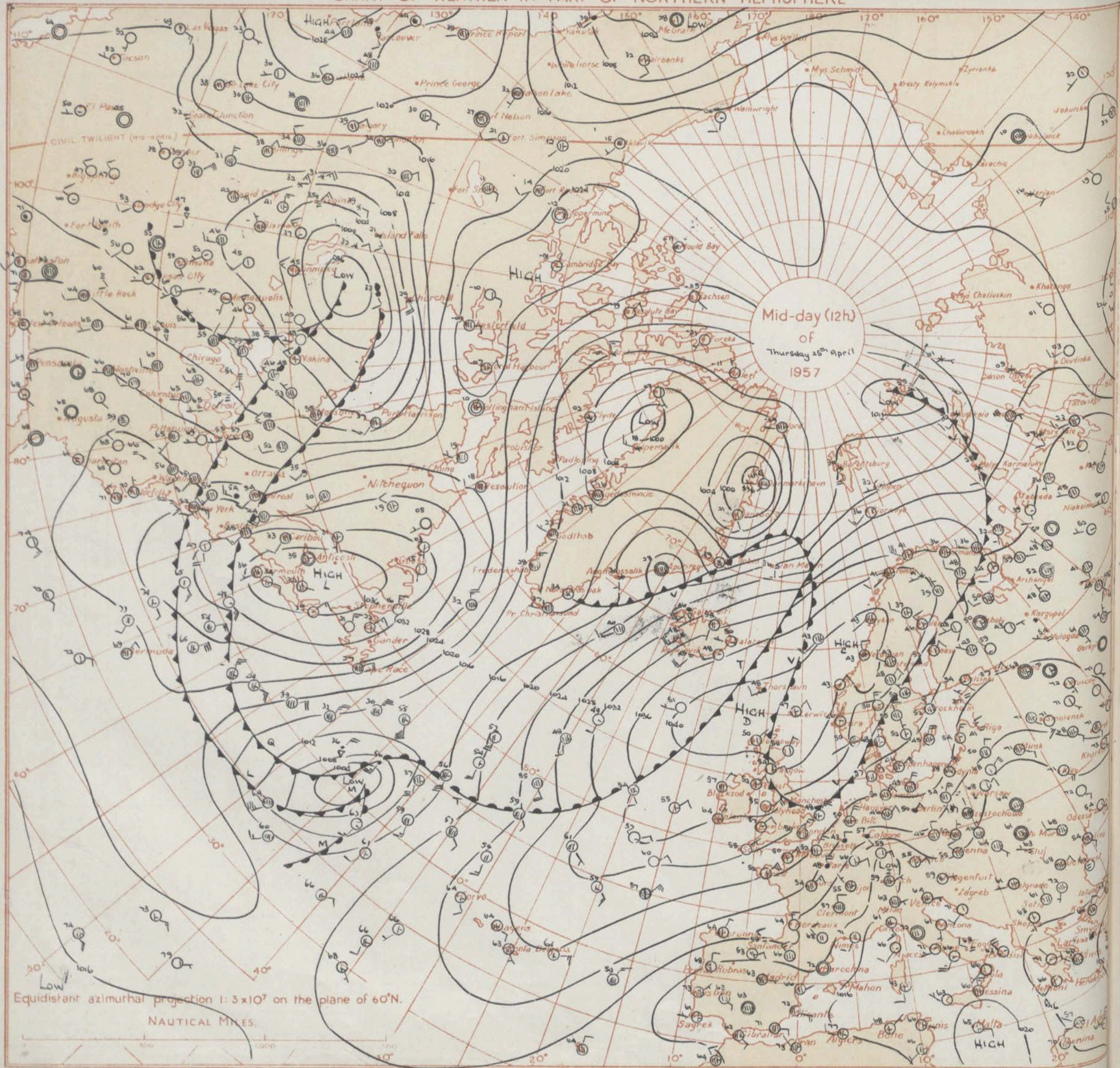
Ship	LAT.	LONG.	Total Cloud	Wind		Weather		Bar at M.S.L.	Dry Bulb Temp.	Cloud					Course		Bar	Temp.	Waves							
				Direction	Speed	Visibility	Present			Past	Amount	Low	Height	Medium	High	Direction			Speed	Character	Change in 3 hours	Sea	Down Point	Direction	Period	Height
LatLs	LatLo	N	dd	ff	VV	ww	W	PPP	TT	Nh	CL	h	CM	CH	Ds	Vs	z	pp	TsTs	TdTd	dwdw	Pw	Hw			
WEATHER RECORDER	590	187	1	16	07	99	02	0	305	49	1	5	6	0	1	0	0	8	06	01	42	35	5	6		
CUMULUS	325	199	2	13	06	80	02	1	36.9	54	1	5	5	0	1	0	0	6	08	01	48	26	5	7		
LA JARRE	446	400	0	05	21	60	02	0	283	57	0	0	9	0	0	0	0	7	02	00	54	06	3	4		
POLAR FRONT	640	020E	8	20	23	98	60	6	356	45	6	7	3	2	0	0	0	6	12	51	43	23	3	3		
WEATHER WATCHER	628	310	3	21	33	98	01	2	195	41	3	8	5	0	0	0	0	2	08	51	36	19	4	6		
NOORDAM	475	281	6	15	17	38	01	2	294	57	5	4	4	2	0	2	6	2	23	01	50	32	4	3		
U.S. SHIP B	440	410	8	14	27	69	02	2	097	58	1	2	5	1	0	0	0	8	17	03	51	14	4	5		
RAMORE HEAD	509	251	8	09	13	98	02	2	344	56	8	5	6	-	2	6	4	00	51	50	09	-	-			
RIALTO	542	286	7	15	10	98	02	2	337	51	0	0	9	2	0	1	5	2	02	03	44	15	2	2		
DISCOVERY II	485	075	0	06	15	97	02	0	347	56	0	0	9	0	0	2	4	4	00	51	52	29	6	7		

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

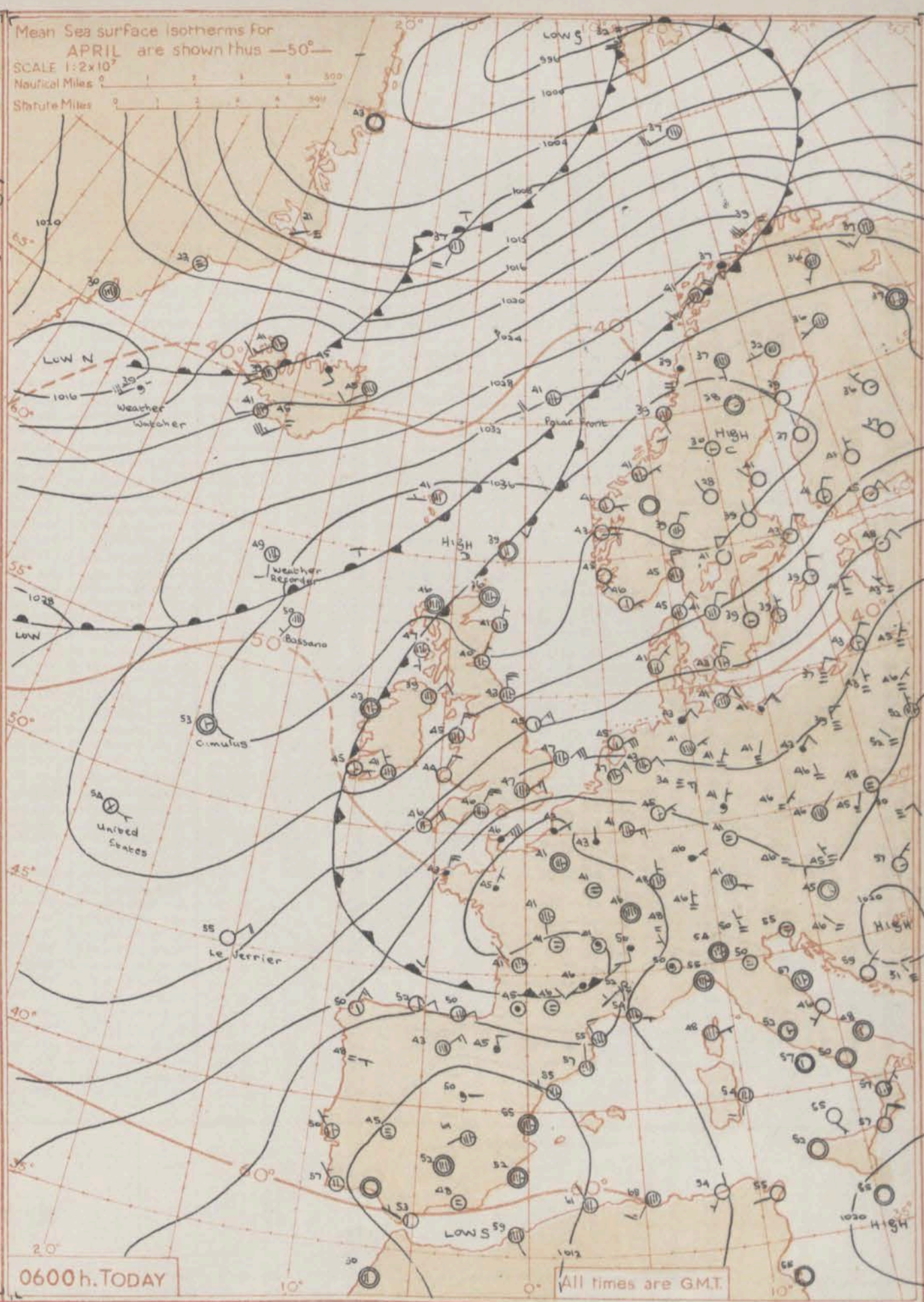
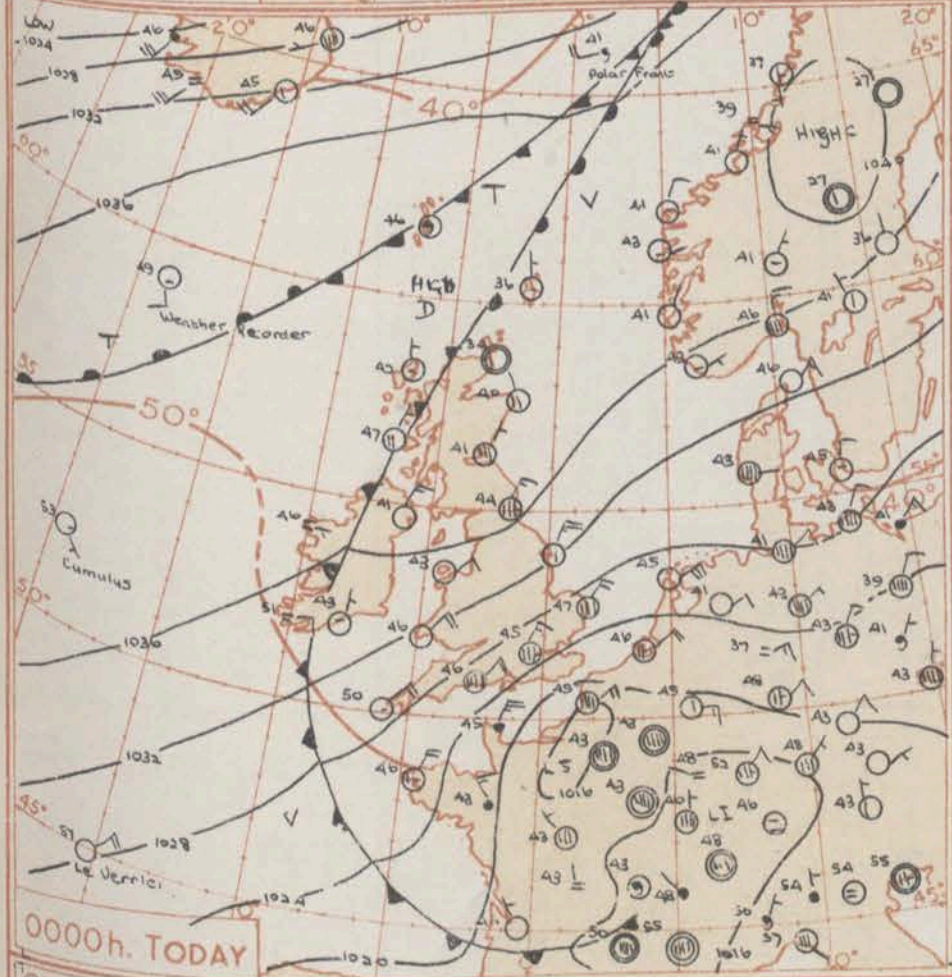
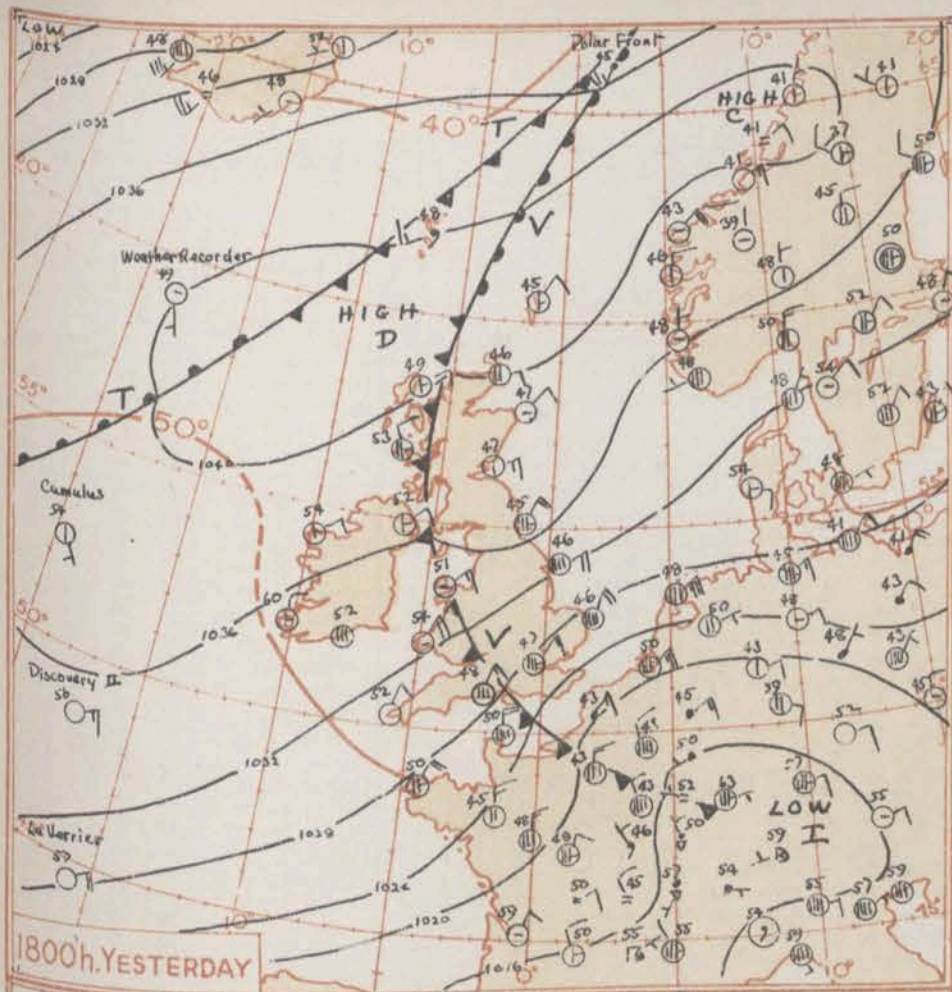
* Information not usually received.

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

CHART OF WEATHER IN PART OF NORTHERN HEMISPHERE



Hand-drawn weather chart showing pressure, temperature, and wind data. The chart includes handwritten labels for "Cumulus", "Discovery", "Le Varrier", and "Cumulus". It also features a "1800h." time marker and a "GENERAL" section with text describing a half of a cyclone.



GENERAL SYNOPTIC DEVELOPMENT In the circulation round an anticyclone centred north of Scotland cold air spread southeast over the southern half of the British Isles while a small depression moved southeast over northern France. This depression will continue southeast possibly redeveloping over Biscay. The anticyclone will probably decline slowly but at first part will move away eastward another remaining west of Scotland while troughs and ridges are expected to move eastward in the Iceland area. Minor troughs will move westward over southern England in the general east to northeast airstream.

Issued at 1700h today Friday 26th April 1957

FORECAST FOR BRITISH ISLES until noon tomorrow Most parts of the British Isles will have a dry day with variable skies and scattered mainly light showers will occur chiefly near the east coast. More general rain or drizzle is likely to spread southeastwards across these areas later today or during the night. Temperatures will be near or a little below normal generally but above normal in northwestern areas. Tonight ground frost will occur over Scotland, northwest England and Northern Ireland with slight air frost in places.

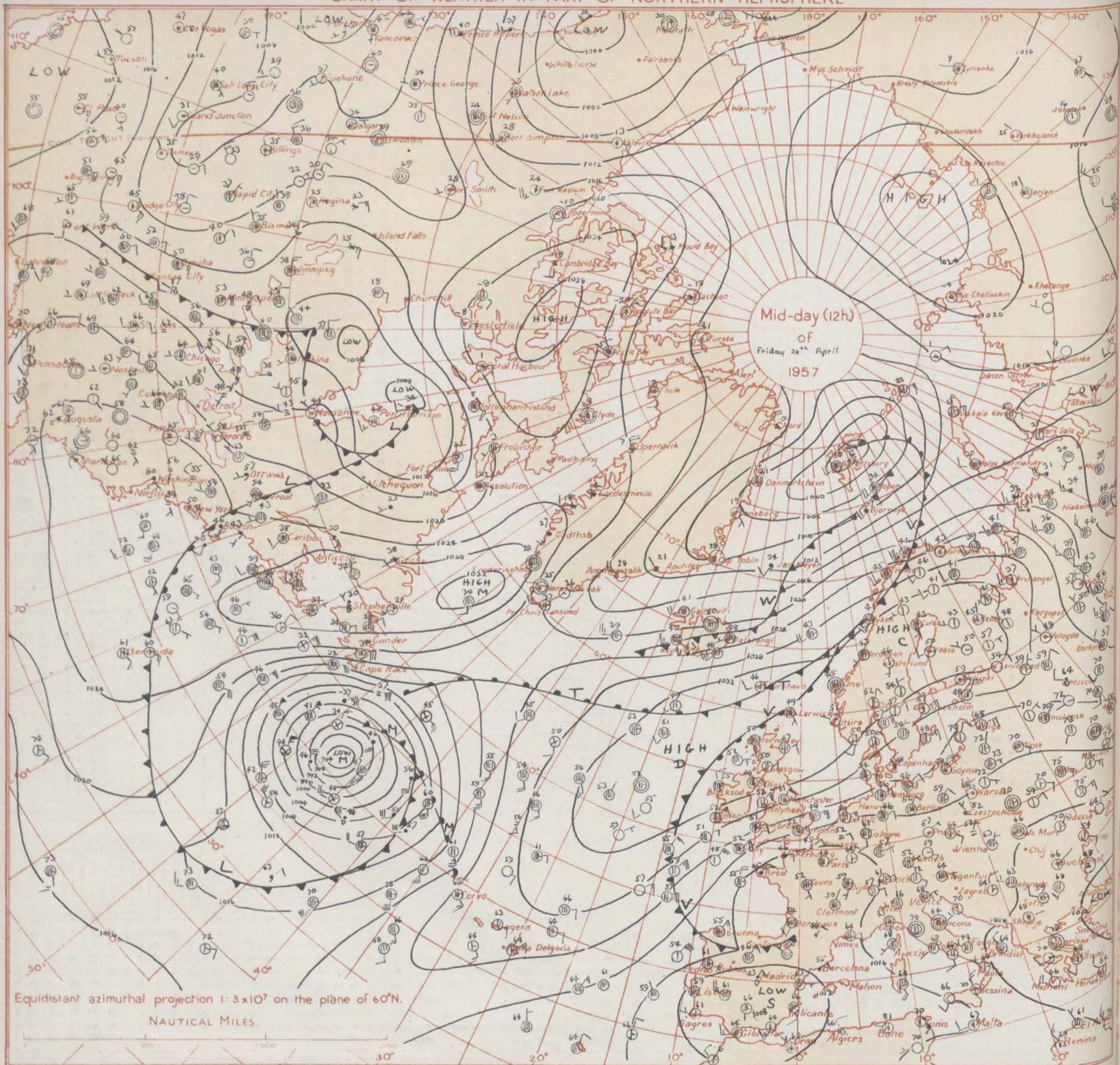
OUTLOOK FOR following 24 hours.... Some rain or showers may occur in the south at first. Colder weather appears likely to spread in from the north west with some rain or showers.

No.

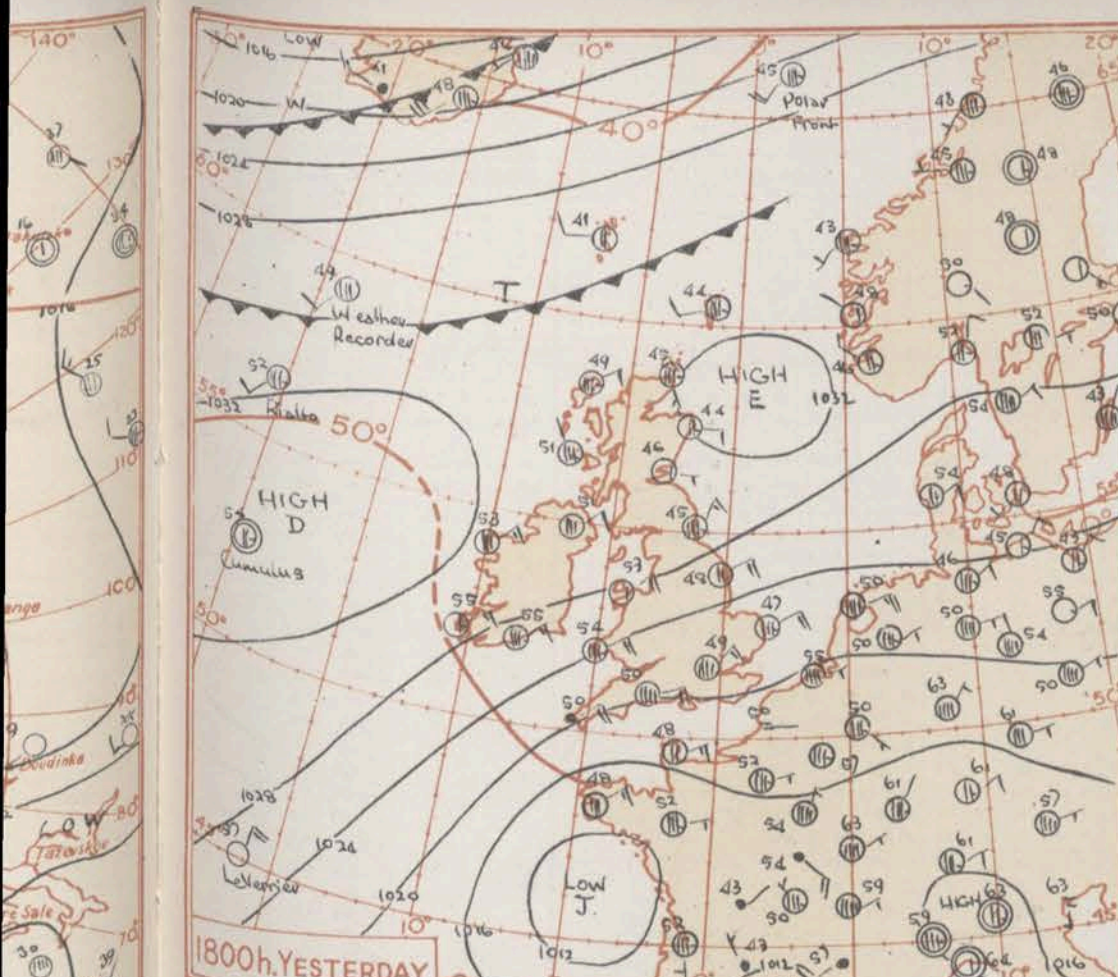
No.Code E

* Information not usually received.

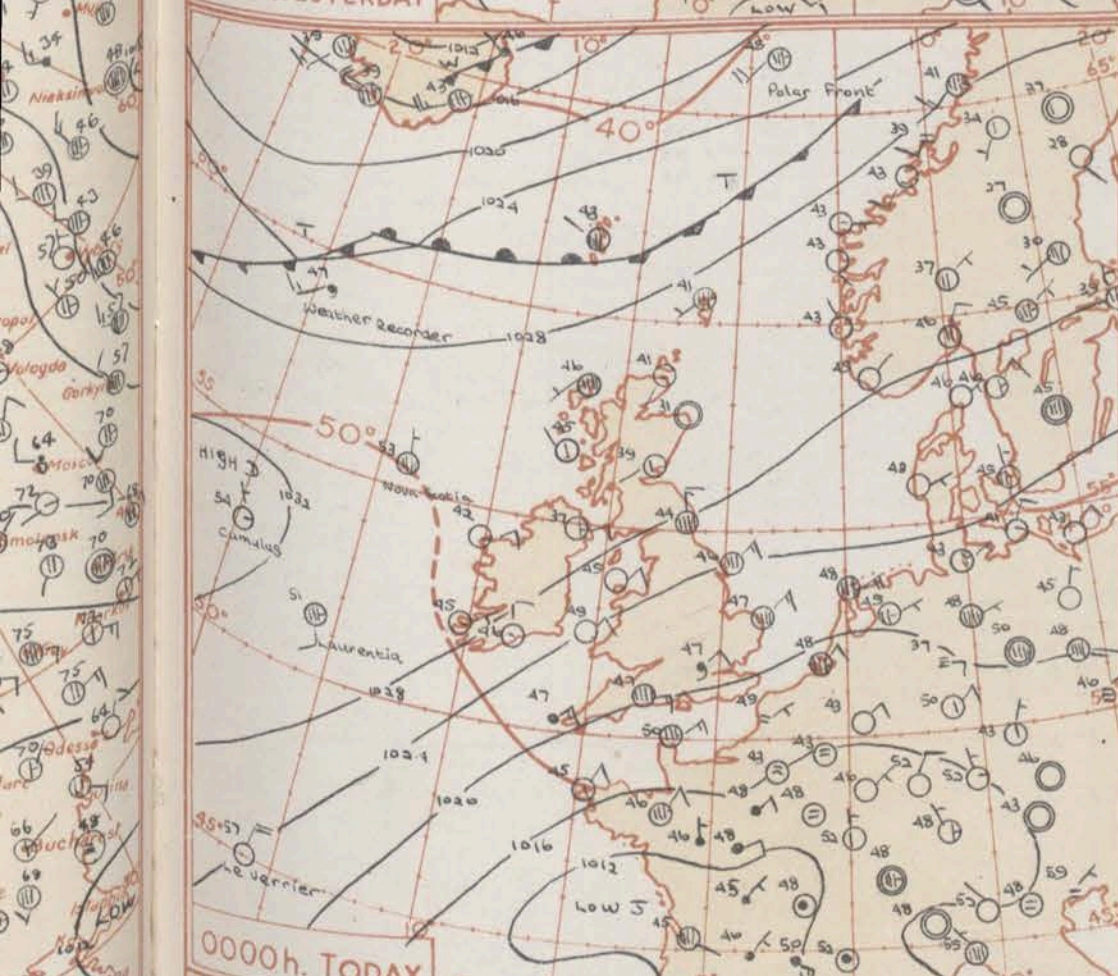
CHART OF WEATHER IN PART OF NORTHERN HEMISPHERE



Equidistant azimuthal projection 1:3x10⁷ on the plane of 60°N.
NAUTICAL MILES.



1800h. YESTERDAY



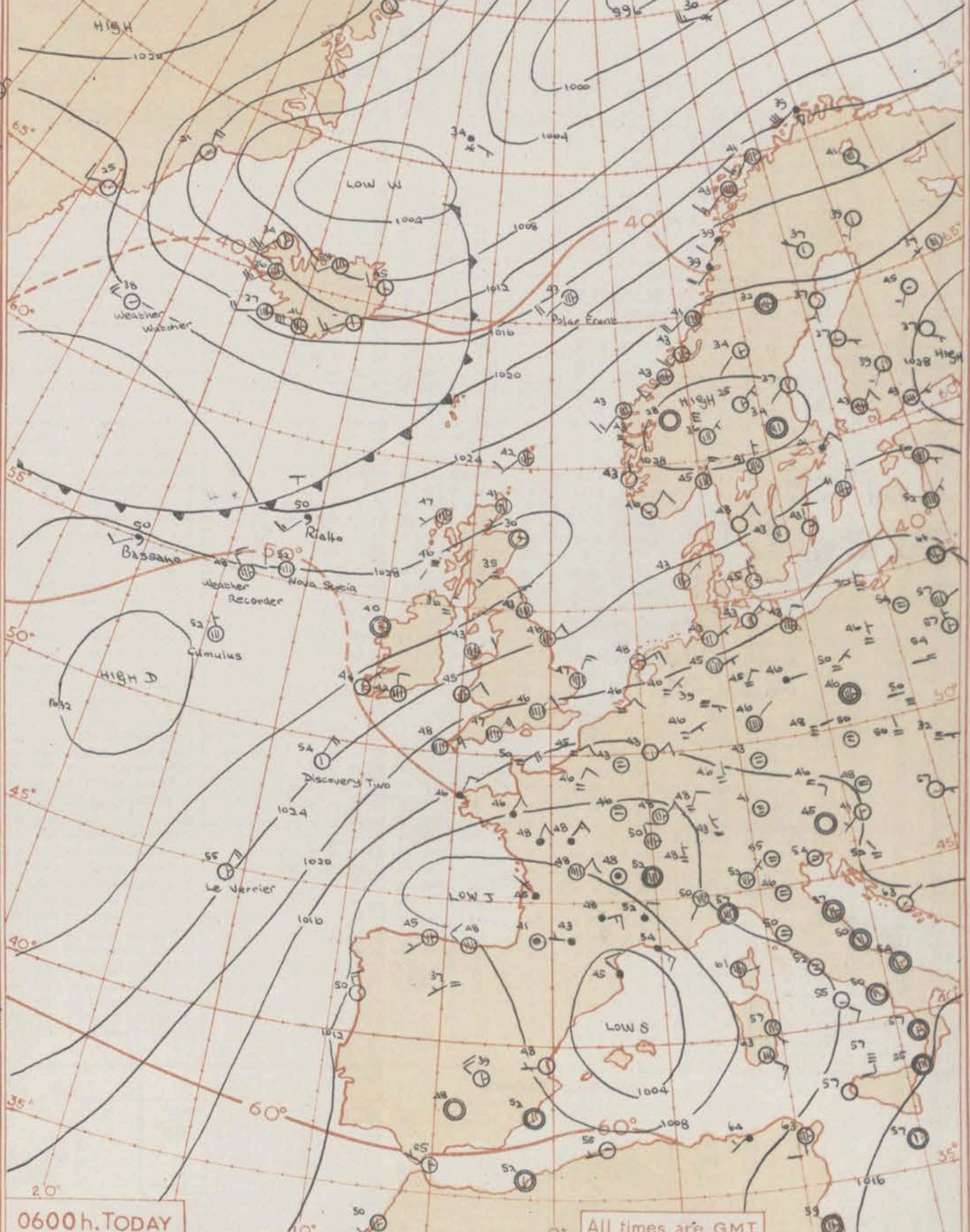
0000h. TODAY

GENERAL SYNOPSIS DEVELOPMENT

A depression over northwest France yesterday has transferred itself to south France with some deepening. A ridge from west of Scotland to central Sweden has declined steadily and moved south to southern Scotland. This movement and weakening of the ridge will continue as a cold front of a depression near Iceland moves south to reach north Scotland tonight and the Scottish border area by mid-day tomorrow.

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

SCALE 1:2x10⁷
Nautical Miles 0 1 2 3 4 500
Statute Miles 0 1 2 3 4 500



0600h. TODAY

All times are G.M.T.

Issued at mid-day today Saturday 27th April 1957

FORECAST FOR BRITISH ISLES until noon tomorrow

Apart from occasional rain in the Channel Islands, today will be mostly dry but a belt of rain is expected to reach north Scotland this evening and move southwards across Scotland and Northern Ireland and may reach northern England during tomorrow morning. Temperatures will be near or a little below normal.

OUTLOOK FOR following 24 hours:— Bright periods. Scattered showers. Temperatures near or a little below normal.

THE DAILY WEATHER REPORT OF THE METEOROLOGICAL OFFICE, LONDON

OBSERVATIONS at 00h. G.M.T. 27 th April 1957																								
OBSERVATIONS at 06h. G.M.T. 27 th April 1957																								
OBSERVATIONS during NIGHT																								
Code FM 11.A	Station Number	Wind	Weather	Bar at M.S.L.	Dry Bulb Temp.	Cloud	Cloud Layers	Bar	Cloud Layers	Wind	Weather	Bar at M.S.L.	Dry Bulb Temp.	Cloud	Cloud Layers	Bar	Cloud Layers	Wind	Weather	Bar at M.S.L.	Dry Bulb Temp.	Cloud	Cloud Layers	Bar
Station		Direction	Speed	Present	Past	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
		N (1)	dd (2)	ff (3)	vv (4)	ww (5)	pp (6)	tt (7)	hh (8)	ll (9)	mm (10)	nn (11)	oo (12)	pp (13)	qq (14)	rr (15)	ss (16)	tt (17)	uu (18)	vv (19)	ww (20)	xx (21)	yy (22)	zz (23)
Kew London Airport	775	0	05	09	05	02	2	24	47	8	5	4	1	41	4	00	8	15	8	19	8	04	10	59
Tangmere Hurn	874	0	02	10	08	02	2	197	49	8	5	4	1	42	7	07	8	15	8	19	8	04	10	59
Guernsey	894	0	08	12	05	02	1	182	47	8	5	4	1	43	2	01	8	15	8	19	8	04	10	59
Felixstowe	697	0	03	09	05	02	2	217	47	8	5	4	1	43	7	01	8	15	8	19	8	04	10	59
Gorleston	497	0	04	17	02	02	2	230	47	8	5	4	1	44	8	01	8	15	8	19	8	04	10	59
Mildenhall	578	0	06	09	02	02	2	231	46	8	5	4	1	42	8	01	8	15	8	19	8	04	10	59
Cardington	559	0	02	17	08	02	2	231	46	8	5	4	1	43	6	01	8	15	8	19	8	04	10	59
West Raynham	485	0	03	12	08	02	1	236	43	8	5	4	1	40	8	02	8	15	8	19	8	04	10	59
Wittering	462	0	02	14	01	01	1	244	44	8	5	4	1	40	8	03	8	15	8	19	8	04	10	59
Boscombe Down	746	0	05	15	01	02	1	219	45	8	5	4	1	41	1	01	8	15	8	19	8	04	10	59
Ross-on-Wye	627	0	01	01	01	01	1	219	45	8	5	4	1	41	1	01	8	15	8	19	8	04	10	59
Bristol	628	0	02	12	09	02	2	231	45	8	5	4	1	41	0	08	8	15	8	19	8	04	10	59
Aberporth	502	0	05	19	02	02	2	240	46	8	5	4	1	38	0	01	8	15	8	19	8	04	10	59
Pembroke Dock	604	0	04	11	04	01	1	236	49	8	5	4	1	39	2	05	8	15	8	19	8	04	10	59
Plymouth	827	0	05	13	08	02	6	205	47	8	5	4	1	42	7	01	8	15	8	19	8	04	10	59
Chivenor	707	0	06	14	01	02	2	224	48	8	5	4	1	40	1	04	8	15	8	19	8	04	10	59
St. Mawgan	817	0	04	12	08	02	6	211	46	8	5	4	1	43	8	01	8	15	8	19	8	04	10	59
Culdrose	809	0	02	11	08	02	6	205	46	8	5	4	1	44	0	01	8	15	8	19	8	04	10	59
Scilly	804	0	04	16	08	01	6	202	47	8	5	4	1	45	8	03	8	15	8	19	8	04	10	59
Elmdon	534	0	05	16	01	01	2	244	44	8	5	4	1	39	8	01	8	15	8	19	8	04	10	59
Shawbury	414	0	04	09	08	02	1	240	43	8	5	4	1	27	1	02	8	15	8	19	8	04	10	59
Manchester	334	0	04	07	08	02	1	269	42	8	5	4	1	37	2	04	8	15	8	19	8	04	10	59
Squires Gate	318	0	06	10	04	02	0	245	45	8	5	4	1	39	2	09	8	15	8	19	8	04	10	59
Valley	302	0	06	10	04	02	0	245	45	8	5	4	1	39	2	09	8	15	8	19	8	04	10	59
Ronaldsway	204	0	07	12	02	02	2	282	45	8	5	4	1	28	7	01	8	15	8	19	8	04	10	59
Silloth	214	0	07	07	02	02	0	285	38	8	5	4	1	25	7	04	8	15	8	19	8	04	10	59
Watnall	354	0	04	10	08	02	2	257	43	8	5	4	1	39	0	01	8	15	8	19	8	04	10	59
Spurn Head	396	0	05	14	08	01	2	234	46	8	5	4	1	45	8	06	8	15	8	19	8	04	10	59
Lindholme	362	0	04	06	08	01	1	264	38	8	5	4	1	37	8	05	8	15	8	19	8	04	10	59
Dishforth	261	0	05	08	09	02	0	278	41	8	5	4	1	39	6	04	8	15	8	19	8	04	10	59
Tynemouth	262	0	06	15	01	01	1	294	44	8	5	4	1	42	7	05	8	15	8	19	8	04	10	59
Eskdalemuir	162	0	01	01	01	01	1	294	44	8	5	4	1	42	7	05	8	15	8	19	8	04	10	59
West Freugh	130	0	05	12	08	04	2	304	41	8	5	4	1	27	2	04	8	15	8	19	8	04	10	59
Prestwick	135	0	06	04	08	04	0	310	40	8	5	4	1	28	4	00	8	15	8	19	8	04	10	59
Renfrew	141	0	06	04	08	04	0	310	40	8	5	4	1	28	4	00	8	15	8	19	8	04	10	59
Leuchars	171	0	05	01	02	02	0	308	39	8	5	4	1	27	7	09	8	15	8	19	8	04	10	59
Dyce	091	0	08	00	06	02	0	312	31	8	5	4	1	21	7	10	8	15	8	19	8	04	10	59
Wick	075	0	10	02	02	02	1	301	41	8	5	4	1	26	7	14	8	15	8	19	8	04	10	59
Cape Wrath	049	0	10	02	02	02	1	286	47	8	5	4	1	40	7	10	8	15	8	19	8	04	10	59
Sule Skerry	010	0	14	09	04	01	2	295	45	8	5	4	1	38	7	11	8	15	8	19	8	04	10	59
Lerwick	005	0	13	05	04	02	2	295	41	8	5	4	1	37	7	14	8	15	8	19	8	04	10	59
Stornoway	026	0	13	05	04	02	2	295	46	8	5	4	1	34	7	11	8	15	8	19	8	04	10	59
Benbecula	022	0	08	08	08	03	2	297	48	8	5	4	1	39	7	08	8	15	8	19	8	04	10	59
Tiree	100	0	11	01	04	03	1	300	45	8	5	4	1	41	7	07	8	15	8	19	8	04	10	59
Aldergrove	917	0	08	08	08	03	1	290	37	8	5	4	1	34	7	04	8	15	8	19	8	04	10	59
Malin Head	980	0	10	01	04	01	0	306	43	8	5	4	1	40	6	01	8	15	8	19	8	04	10	59
Belmullet	976	0	06	08	08	03	1	302	42	8	5	4	1	39	8	04	8	15	8	19	8	04	10	59
Birr	965	0	00	00	00	02	0	267	36	8	5	4	1	34	4	00	8	15	8	19	8	04	10	59
Collinstown	969	0	01	09	06	02	0	279	44	8	5	4	1	41	2	00	8	15	8	19	8	04	10	59
Rineanna	962	0	06	07	00	01	0	285	37	8	5	4	1	24	3	00	8	15	8	19	8	04	10	59
Roches Point	952	0	13	11	01	02	0	286	46	8	5	4	1	37	8	02	8	15	8	19	8	04	10	59
Valentia	953	0	06	04	08	01	0	284	45	8	5	4	1	36	2	03	8	15	8	19	8	04	10	59

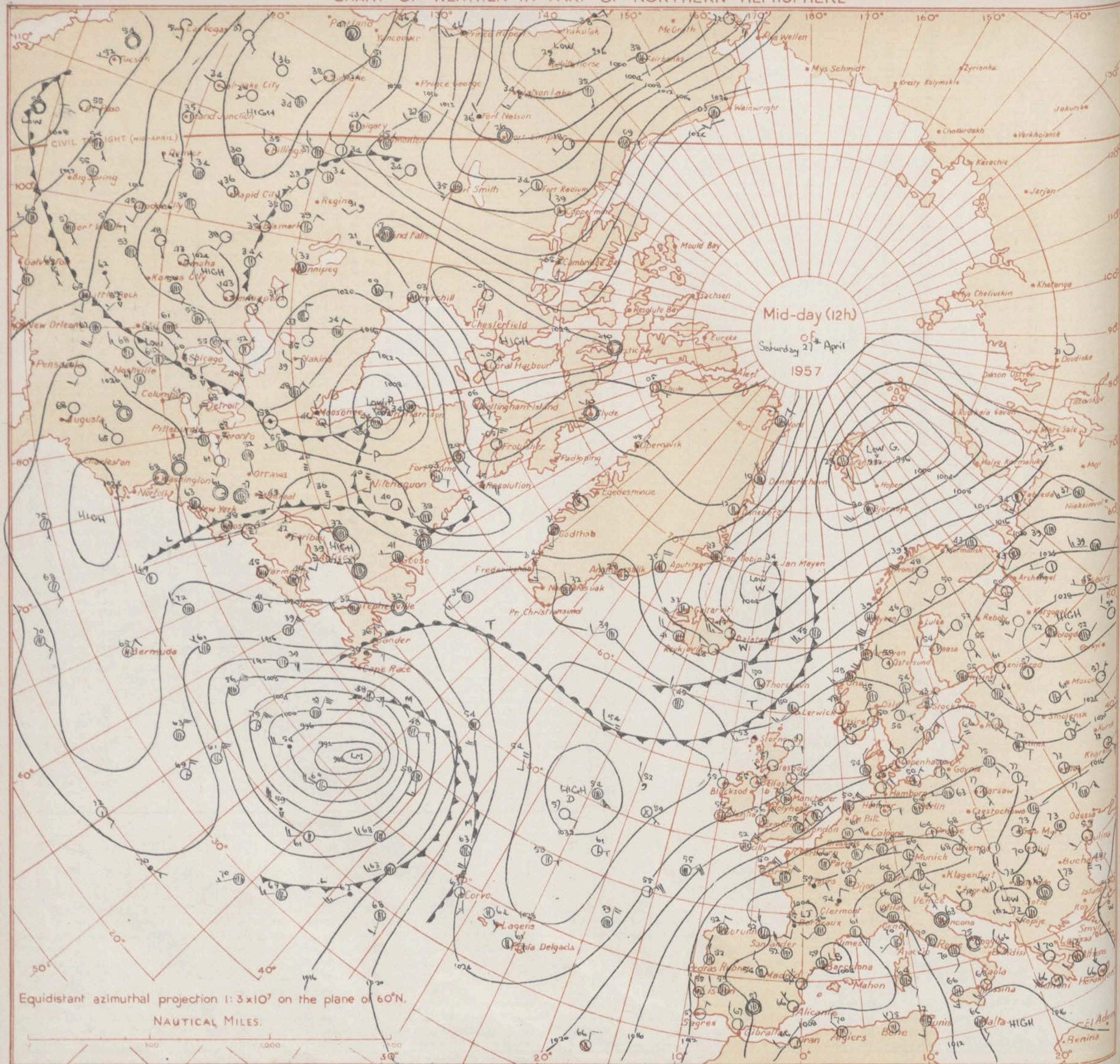
00h. Ships Reports

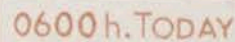
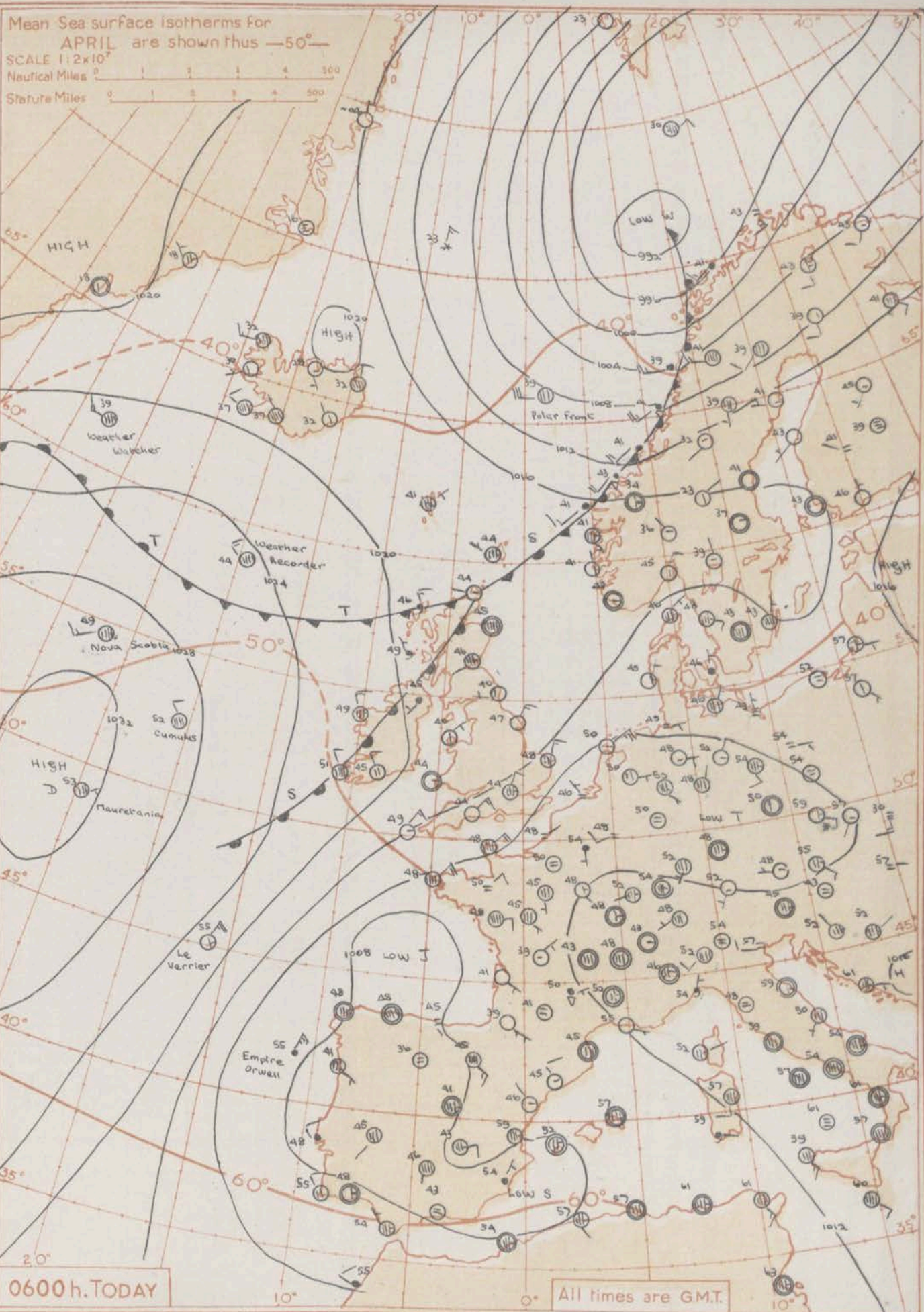
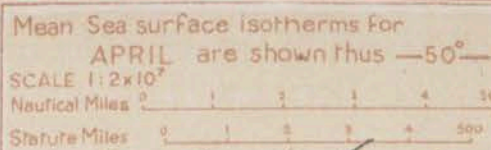
Code FM 21.A	Ship	LAT.	LONG.	Wind	Weather	Bar at M.S.L.	Dry Bulb Temp.	Cloud	Course	Bar	Temp.	Waves
				Direction	Speed	Present	Past	Amount	Low	Height	Medium	High
		Lat	Long	N (1)	dd (2)	ff (3)	vv (4)	ww (5)	pp (6)	tt (7)	hh (8)	ll (9)
	CUTULUS	526	195	1	33	06	70	01	11	320	54	0
	WEATHER RECORDER	590	190	9	23	14	76	51	6	359	47	8
	POLAR FRONT	460	020(E)	7	24	21	78	03	2	226	45	7
	LA VERRIER	450	161	0	01	18	57	01	0	262	37	0
	WEATHER WATCHER	630	221	5	27	38	98	03	1	201	39	0
	U.S. SHIP "D"	440	410	6	14	26	69	02	2	108	55	6
	LAURENTIA	514	140	7	16	10	98	03	1	200	51	0
	NOVA SCOTIA	555	139	8	36	08	78	03	2	201	50	0
	ASSUR	496	220	0	16	07	78	00	0	305	54	0
	HAPARANGI	430	297	2	16	09	97	03	0	274	58	2

06h. Ships Reports

Ship	LAT.	LONG.	Total Cloud	Wind		Weather				Dry Bulb Temp.	Cloud					Course		Bar		Temp.		Waves			
				Direction	Speed	Visibility	Present	Past	Bar at M.S.L.		Amount	Low	Height	Medium	High	Direction	Speed	Character & Change in 3 hours	Sea	Dew Point	Direction	Period			
	Lat	Long	N	dd	ff	vv	ww	W	PPP	TT	Nh	CL	h	CM	CH	Ds	Vs	a	pp	Ts	Td	Td	dwd	Per	Per
CUTULUS	527	194	6	33	06	70	02	1	310	52	0	4	4	0	0	0	0	6	06	51	48	28	5	4	
WEATHER RECORDER	580	186	7	32	15	76	20	5	333	48	7	7	6	0	0	0	0	3	04	53	46	25	5	3	
POLAR FRONT	460	020(E)	7	22	19	78	02	2	176	43	6	5	5	4	-	0	0	7	27	52	49	23	4	3	
LA VERRIER	449	462	3	02	19	60	03	0	246	35	2	5	5	0	0	0	0	7	08	53	46	32	4	2	
WEATHER WATCHER	624	321	1	27	22	99	01	0	237	38	0	0	9	0	1	4	2	2	21	54	25	23	3	4	
U.S. SHIP "D"	440	410	4	14	18	69	03	1	106	37	4	0	7	1	0	0	0	7	08	02	48	16	4	2	
DISCOVERY II	493	137	2	03	18	78	02	0	229	34	1	2	4	0	9	2	4	7	05	53	41	03	2	4	
YOUNG SCOTIA	553	187	8	27	09	89	02	2	280	52	8	5	5	-	-	0	5	4	05	53	48	27	4	3	
RIALTO	578	186	8	24	13	96	51	5	280	50	8	6	4	-	-	1	5	6	18	51	50	24	2	4	
BASSANO	581	282	8	25	07	50	58	5	290	60	8	5	4	0	0	6	5	6	03	51	50	25	2	4	

CHART OF WEATHER IN PART OF NORTHERN HEMISPHERE





* All times are G.M.T.

GENERAL SYNOPTIC DEVELOPMENT

A ridge from west of Ireland to southern Norway yesterday morning has moved a little south and declined as a weak frontal system moved into Scotland and Ireland from the north. The frontal system will continue to move slowly south followed by a weak ridge.

Issued at mid-day

today Sunday 28th April

1957

FORECAST FOR BRITISH ISLES until noon tomorrow

England and Wales will be mostly sunny and rather warm at first but a broad belt of cloudy weather with rain in places over Scotland and Northern Ireland will move southwards, reaching southern England tomorrow morning. Brighter weather with scattered light showers will follow the rain belt over northern districts.

OUTLOOK FOR next 24 hours:- Mainly dry but light rain in places. Temperatures near normal.

THE DAILY WEATHER REPORT OF THE METEOROLOGICAL OFFICE, LONDON

OBSERVATIONS at 00h. G.M.T. 28 th April, 1957																									OBSERVATIONS at 06h. G.M.T. 28 th April, 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 in 3 hours	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Amount	Form	Height	Weather	Temp. 21h to 09h	Min. °F	Min. °C	Rain 21h to 09h, mm.	State of sky at 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	04	07	02	0	16.9	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	02	11	58	02	1	156	45	3	5	4	-	-	41	6	06	3	6	15	8	6	25	-	-	43	37	-	0				
	London Airport	772	0	04	07	02	0	16.9	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	02	08	59	02	2	159	44	7	0	4	-	-	41	5	08	7	0	18	-	-	44	38	-	0						
	Tangmere	874	0	01	12	06	0	15.2	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	02	08	58	02	1	141	45	8	5	4	-	-	41	1	08	6	6	11	-	-	42	37	-	0							
	Hurn	862	0	01	14	06	0	16.4	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	35	10	52	03	0	157	41	1	0	9	4	0	37	3	01	1	2	39	-	-	39	33	-	0						
	Guernsey	894	0	03	11	06	0	16.7	49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	03	10	66	03	1	130	46	3	6	3	-	-	44	5	01	3	7	08	7	6	13	-	-	46	44	-	0			
	Felixstowe	697	0	01	11	06	0	16.6	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	01	11	63	02	2	146	49	8	5	4	-	-	44	7	07	9	6	12	-	-	44	41	-	0						
	Gorleston	497	0	01	16	06	0	16.1	48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	01	16	58	01	2	143	48	7	5	5	-	-	46	7	06	7	6	10	-	-	46	42	-	0						
	Mildenhall	578	0	03	06	06	0	17.3	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	04	08	58	02	1	155	47	8	6	4	-	-	45	5	06	8	7	10	-	-	41	31	-	0						
	Cardington	559	0	06	18	06	0	18.1	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	04	15	58	02	1	163	44	3	5	5	-	-	41	6	05	3	6	20	7	6	35	-	-	42	39	-	0			
	West Raynham	485	0	02	11	06	0	17.5	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	02	13	56	01	2	157	45	8	6	2	-	-	44	6	04	8	7	05	-	-	45	40	-	0						
	Wittering	462	0	01	12	06	0	19.1	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	04	13	66	02	1	176	40	7	5	7	-	-	37	6	03	7	6	50	-	-	40	36	-	0						
	Boscombe Down	746	0	04	12	06	0	17.7	43	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	02	13	59	02	0	163	40	0	0	9	0	0	35	1	01	-	-	39	32	Tr	0									
	Ross-on-Wye	627	0	02	10	06	0	18.9	49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	04	02	96	02	0	182	39	0	0	9	0	1	34	6	08	-	-	38	30	-	0									
	Bristol	628	0	02	10	06	0	18.9	49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	01	05	53	02	0	175	40	0	0	9	0	0	33	6	08	-	-	39	29	-	0									
	Aberporth	502	0	05	06	06	0	20.5	49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	08	05	56	03	0	191	46	0	0	9	0	1	39	6	06	1	0	75	-	-	44	41	-	0						
	Pembroke Dock	604	0	01	09	06	0	20.0	47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	00	00	52	03	0	188	44	0	0	9	0	1	38	5	03	1	0	75	-	-	42	34	-	0						
	Plymouth	827	0	06	19	06	0	17.1	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	04	11	66	03	0	160	47	0	0	9	0	1	35	5	01	2	0	80	-	-	45	40	-	0						
	Chivenor	707	0	07	09	06	0	18.9	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	00	00	74	02	0	173	48	0	0	9	0	1	36	5	03	1	0	70	-	-	42	29	-	0						
	St. Mawgan	817	0	03	15	06	0	18.0	48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	03	14	63	03	0	169	45	0	0	9	0	1	34	6	03	2	0	75	-	-	44	41	-	0						
	Culdrose	809	0	02	15	06	0	17.6	48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	02	15	62	05	0	157	45	0	0	9	0	1	35	7	12	1	0	75	-	-	43	40	-	0						
	Scilly	804	0	03	15	06	0	17.6	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	03	14	59	01	0	160	49	1	5	4	0	0	64	7	10	1	6	18	-	-	49	-	-	0						
	Elmdon	534	0	06	07	06	0	19.7	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	04	09	66	02	0	181	37	0	0	9	0	1	31	6	04	1	0	75	-	-	34	28	-	0						
	Shawbury	414	0	05	09	06	0	21.0	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	05	07	56	03	0	195	36	0	0	9	0	1	31	5	05	1	0	75	-	-	34	28	-	0						
	Manchester	334	0	01	10	06	0	21.0	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	03	04	40	04	0	193	35	0	0	9	0	1	30	7	04	1	0	70	-	-	38	27	-	0						
	Squires Gate	318	0	03	09	06	0	21.7	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	01	04	57	02	0	194	38	0	0	9	0	0	30	7	08	-	-	30	22	-	0									
	Valley	302	0	03	09	06	0	21.7	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	04	05	66	02	0	190	40	0	0	9	0	2	35	8	16	2	0	76	-	-	39	30	-	0						
	Ronaldsway	204	0	06	06	06	0	21.0	47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	00	00	50	02	1	197	44	3	0	9	3	2	39	7	12	3	3	60	4	0	70	-	-	36	31	-	0			
	Silloth	214	0	09	01	06	0	22.3	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	00	00	62	01	0	201	35	1	5	6	3	0	31	6	07	1	6	45	-	-	32	27	-	0						
	Watnall	354	0	01	08	06	0	20.5	41	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	05	10	41	02	0	191	41	0	0	9	0	0	33	5	05	-	-	39	26	-	0									
	Spurn Head	396	0	03	17	06	0	20.5	46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	02	17	66	01	0	175	47	0	0	9	0	0	43	4	00	-	-	45	-	-	0									
	Lindholme	362	0	04	06	06	0	20.7	37	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	05	59	02	0	185	28	0	0	9	0	0	35	6	08	-	-	25	18	-	0									
	Dishforth	261	0	03	09	06	0	21.7	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	03	08	69	02	0	194	37	0	0	9	0	1	32	6	09	1	0	75	-	-	33	30	-	0						

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 in 3 hours	Sea	Dew Point	Direction	Period	Height		
Lat L	Lat O	N	dd	W	WV	WV	WV	PP	TT	Nh	CL	H	CH	CH	D ₁	V ₁	a	pp	T _a L	T _d L	T _d W	dW	P _W	H _W	
CUNULUS	524	200	0	33	16	70	51	2	309	52	0	0	0	0	0	0	1	02	52	46	30	4	3		
WEATHER RECORDER	590	187	7	28	10	98	02	2	266	46	7	5	5	0	0	0	2	02	53	39	27	5	4		
POLAR FRONT	660	020(8)	3	29	10	98	01	1	067	39	3	5	0	0	0	0	3	01	56	28	25	4	9		
LE VERRIER	448	162	3	03	26	65	02	0	242	55	3	2	5	0	0	1	4	00	53	46	43	4	6		
WEATHER WATCHER	623	218	7	24	10	78	02	2	220	39	7	5	5	0	0	0	7	06	55	32	49	0	3		
U.S. SHIP "D"	440	410	2	16	23	69	02	0	117	58	1	1	5	0	0	0	2	12	02	54	15	4	5		
THORNDON	358	210	9	24	09	97	02	2	287	48	9	0	0	0	0	6	5	1	05	52	41	30	3	2	
EMPIRE OF BRITAIN	551	197	8	29	10	97	15	8	267	50	8	7	4	0	0	6	7	1	35	52	50	0	0	0	
MAURETANIA	481	212	0	18	13	94	41	4	248	54	0	0	9	0	0	2	8	1	18	52	52	0	0	0	
EMPIRE ORWELL	440	092	8	02	26	96	61	6	091	53	6	7	4	0	0	5	6	6	01	52	53	02	5	7	

06h. Ships Reports

Ship	LAT.	LONG.	Total Cloud	Wind		Weather		Bar at M.S.L.	Dry Bulb Temp.	Cloud					Course		Bar	Temp.	Wave						
				Direction	Speed	Present	Past			Amount	Low	Height	Medium	High	Direction	Speed			Change in 3 hours	Sea	Dew Point	Direction	Period		
	Lat Lg	Lat Lg	N	dd	ff	VV	ww	W	PPP	TT	Nh	CL	h	CM	CH	D ₂	V ₂	z	pp	Ta	Td	Td	dwdw	FW	FW
CUNULUS	524	203	8	32	10	65	02	5	29.5	52	8	5	5	-	-	6	1	7	03	51	48	30	4	8	5
WEATHER RECORDER	590	185	8	39	16	98	03	2	250	44	8	5	5	-	-	0	0	7	03	55	41	29	5	3	3
POLAR FRONT	660	020 (E)	6	27	29	98	03	2	081	39	6	8	5	-	-	0	0	3	12	76	36	25	4	6	4
LE VERRIER	451	157	3	02	25	65	02	0	226	55	3	2	5	0	0	1	1	7	05	31	46	02	2	6	4
WEATHER WATCHER	622	317	8	27	13	98	02	6	202	39	8	5	5	-	-	0	0	7	09	55	32	49	4	6	4
U.S. SHIP "D"	440	410	0	16	21	69	00	0	105	39	0	0	0	-	0	0	0	8	25	03	55	15	4	6	4
PAURETANIA	489	245	7	07	03	97	03	2	272	53	7	-	-	-	-	2	8	4	20	54	47	-	-	8	4
EMPERESS OF SCOTLAND	511	209	8	18	09	96	02	2	206	52	8	7	-	-	-	1	7	1	20	03	49	-	-	8	4
EMPIRE ORWELL	422	102	8	01	26	96	00	6	085	55	8	7	4	-	-	4	6	5	00	51	53	01	6	8	4
NOVA SCOTIA	545	261	8	24	13	97	02	2	311	49	8	5	3	-	-	6	5	8	02	53	45	25	0	8	4

OBSERVATIONS at 12h. G.M.T. 23rd April 1959

OBSERVATIONS at 18h. G.M.T. 28th April 1957

OBSERVATIONS during DAY

[illegible]

12h. Ships Reports

18h. Ships Reports

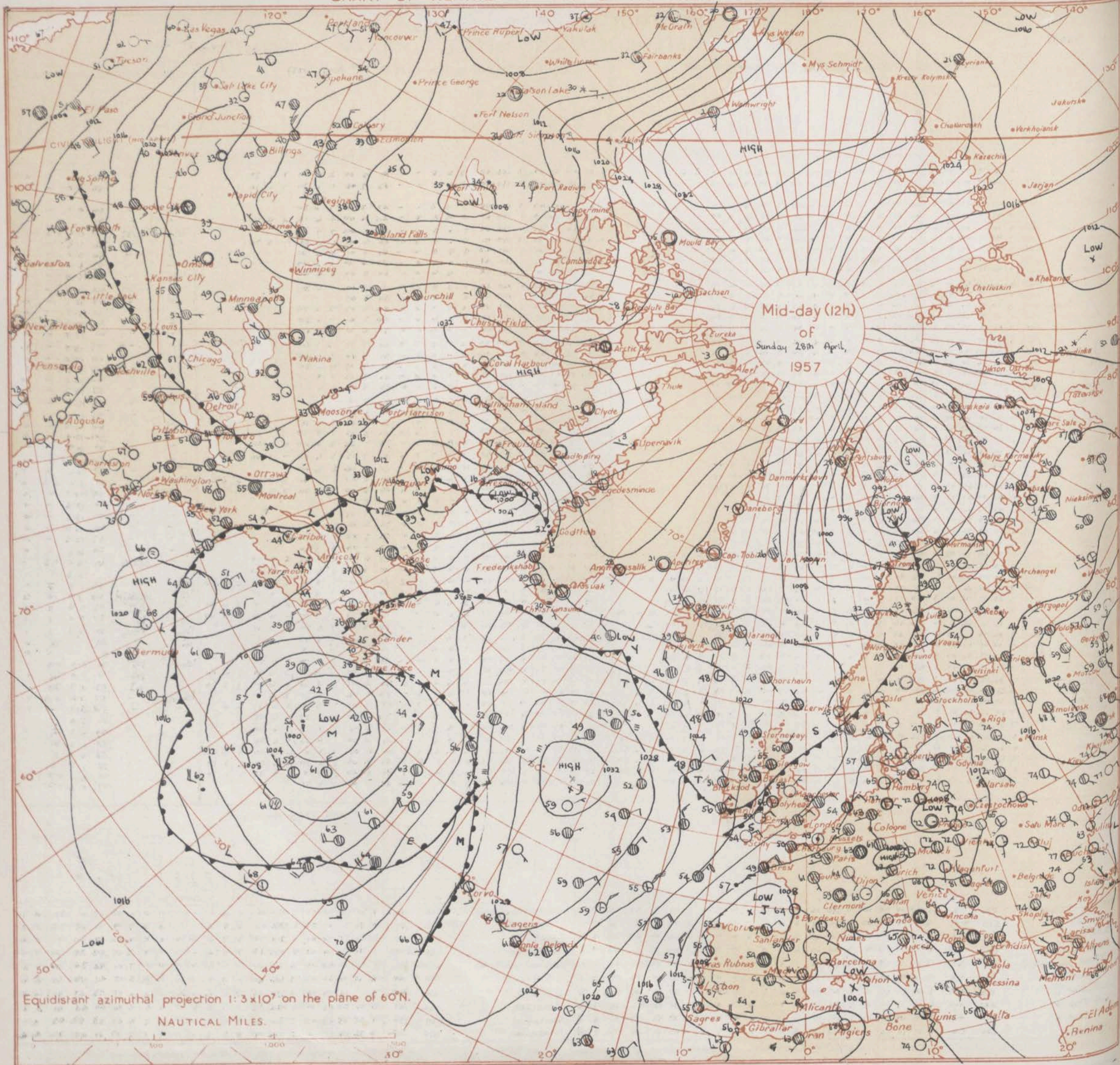
Code F.M.21.A		12h. Ships Reports																				18h. Ships Reports																															
Ship	LAT.	LONG.	Total Cloud	Wind		Weather		Bar at M.S.L.	Dry Bulb Temp.	Cloud				Course		Bar	Temp.	Waves			Ship	LAT.	LONG.	Total Cloud	Wind		Weather		Bar at M.S.L.	Dry Bulb Temp.	Cloud				Course		Bar	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	Visibility	Present			Past	Amount	Low	Height	Medium	High	Direction	Speed	Character	Change in 3 hours	Sea	Dew Point	Direction	Period	Height
	Lat	Lon	N	dd	ff	VV	ww	W	PPP	TT	Nh	CL	h	CM	CH	Ds	Vs	a	pp	Ts	Td	Td	dwdw	Pw	Hw		Lat	Lon	N	dd	ff	VV	ww	W	PPP	TT	Nh	CL	h	CM	CH	Ds	Vs	a	pp	Ts	Td	Td	dwdw	Pw	Hw		
WEATHER RECORDER	590	191	4	28	15	98	01	8	236	46	4	8	6	0	0	6	1	7	08	53	38	78	8	3	WEATHER RECORDER	589	191	8	24	14	98	02	2	232	46	8	8	5	-	-	0	0	4	00	53	41	30	4	3				
CUMULUS	525	204	8	31	16	70	02	2	295	52	8	4	-	0	0	0	8	03	51	36	35	4	2	CUMULUS	524	201	8	31	21	65	03	2	280	52	8	5	4	-	-	0	0	7	09	52	45	23	4	3					
LEVERRIER	451	155	3	02	30	70	01	0	276	55	3	2	0	0	0	0	0	00	51	48	34	4	3	LEVERRIER	450	158	6	01	25	70	01	1	214	58	6	8	5	0	0	0	5	04	50	82	03	4	6						
POLAR FRONT	660	020E	6	28	18	98	80	8	115	41	6	9	4	0	0	0	1	06	55	31	26	5	5	POLAR FRONT	660	020E	7	29	21	99	02	8	125	38	7	5	4	-	-	0	0	2	05	58	28	27	5	4					
WEATHER WATCHER	623	312	7	18	12	98	07	2	206	40	7	5	6	-	0	0	1	03	54	32	49	0	2	WEATHER WATCHER	623	311	7	29	12	98	02	2	221	40	7	5	6	-	-	0	0	7	01	54	34	49	4	2					
U.S. SHIP "B"	565	510	9	11	16	03	49	4	192	39	9	-	0	-	0	0	6	10	00	38	13	3	3	U.S. SHIP "D"	440	410	8	10	16	69	02	2	146	60	1	0	9	3	6	0	0	8	03	04	56	15	4	6					
U.S. SHIP "C"	519	378	8	04	25	56	10	2	267	52	8	6	3	0	0	1	2	20	06	44	11	4	6	U.S. SHIP "C"	526	355	2	11	18	58	10	4	280	49	2	5	5	0	0	1	4	2	15	03	47	35	6	4					
U.S. SHIP "D"	440	410	6	16	17	64	03	2	136	63	4	0	9	7	1	0	2	25	07	56	15	3	5	U.S. SHIP "E"	464	107	8	01	25	98	01	2	154	55	1	5	0	7	5	4	4	04	00	48	01	2	3						
U.S. SHIP "E"	350	480	6	27	08	69	02	2	087	61	3	2	5	0	9	0	2	07	52	52	27	4	4	WOOLWICH	469	230	8	05	09	98	02	2	310	55	8	5	4	-	-	2	5	6	05	53	53	05	2	1					
MARENCO	559	246	8	27	18	96	10	2	240	49	8	6	4	-	6	5	2	05	01	45	27	3	3	MARENCO	555	268	8	26	18	45	10	2	284	49	8	6	3	-	-	5	5	2	03	01	45	27	4	1					
All times of day																																																					

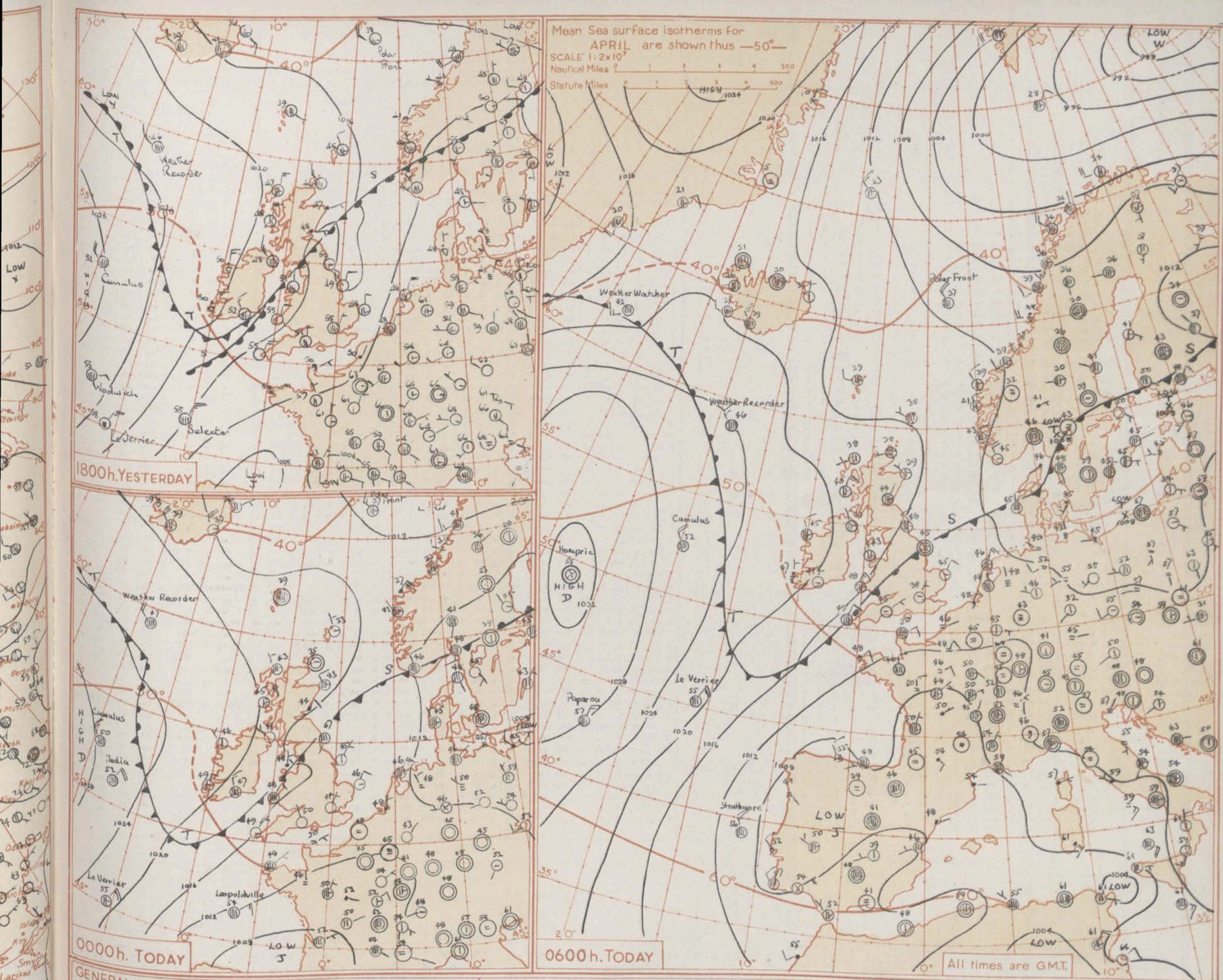
All times of observation printed in this publication are GREENWICH MEAN TIME.

Information not usually received.

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

CHART OF WEATHER IN PART OF NORTHERN HEMISPHERE





GENERAL SYNOPTIC DEVELOPMENT

A weak frontal trough moved slowly southwards from Scotland to northern England followed by a weak ridge of high pressure. The front will continue to move slowly southwards and a mainly northerly airstream will cover the British Isles with an anticyclone over mid-Atlantic.

Issued at mid-day today Monday 29th April 1957

FORECAST FOR BRITISH ISLES until noon tomorrow

Scotland and northern Ireland will have mainly bright weather with scattered showers in northern districts. A belt of cloudy weather with rain in places will move slowly south over England and Wales followed by dry and mainly brighter weather. It will be rather warm in the southeast at first and there will be ground frost in places at night but temperatures will be mostly about normal.

OUTLOOK FOR the next 24 hours:- Probably dry in most parts of the British Isles but rain or showers at times in the north.

THE DAILY WEATHER REPORT OF THE METEOROLOGICAL OFFICE, LONDON

OBSERVATIONS at 00h. G.M.T.																								
OBSERVATIONS at 06h. G.M.T.																								
OBSERVATIONS during NIGHT																								
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
			N (1)	dd (2)	ff (3)	vv (4)	ww (5)	W (6)	PPP (7)	TT (8)	Nh (9)	CL (10)	h (11)	CM (12)	CH (13)	Td (14)	z (15)	pp (16)	Ns (17)	C (18)	hs (19)	Ns (20)	C (21)	hs (22)
			(26)	dd (27)	ff (28)	vv (29)	ww (30)	W (31)	PPP (32)	TT (33)	Nh (34)	CL (35)	h (36)	CM (37)	CH (38)	Td (39)	z (40)	pp (41)	Ns (42)	C (43)	hs (44)	Ns (45)	C (46)	hs (47)
			(51)	(52)	(53)	(54)	(55)	(56)																
	Kew	775																						
	London Airport	772																						
	Tangmere	874																						
	Hurn	862																						
	Guernsey	894																						
	Felixstowe	697																						
	Gorleston	497																						
	Mildenhall	578																						
	Cardington	559																						
	West Raynham	465																						
	Wittering	462																						
	Boscombe Down	746																						
	Ross-on-Wye	627																						
	Bristol	628																						
	Aberporth	502																						
	Pembroke Dock	604																						
	Plymouth	827																						
	Chivenor	707																						
	St. Mawgan	817																						
	Culdrose	809																						
	Scilly	804																						
	Elmdon	534																						
	Shawbury	414																						
	Manchester	334																						
	Squires Gate	318																						
	Valley	302																						
	Ronaldsway	204																						
	Silloth	214																						
	Watnall	354																						
	Spurn Head	396																						
	Lindholme	362																						
	Dishforth	261																						
	Tynemouth	262																						
	Eskdalemuir	162																						
	West Freugh	130																						
	Prestwick	135																						
	Renfrew	141																						
	Leuchars	171																						
	Dyce	091																						
	Wick	075																						
	Cape Wrath	049																						
	Sule Skerry	010																						
	Lerwick	005																						
	Stornoway	026																						
	Benbecula	022																						
	Tiree	100																						
	Aldergrove	917																						
	Malin Head	980																						
	Belmullet	976																						
	Birr	965																						
	Collinstown	969																						
	Rineanna	962																						
	Roches Point	952																						
	Valentia	953																						

00h. 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 ¹	Change in 3 hours	Sea	Dew Point	Direction	Period	Height	
Est	Lst	Lol	Llo	N	dd	M	VV	ww	W	PPP	TT	Nh	CL	h	CM	CH	Ds	Vs	z	pp	Ts	Td	Td	dw	Pw	Hw	
WEATHER RECORDER	583	150	8	31	19	98	03	2	237	47	0	0	0	0	0	0	0	0	0	2	08	53	43	45	-	3	
CUMULUS	524	158	8	32	23	65	02	2	273	55	8	5	4	0	0	0	0	0	0	6	02	52	46	33	2	3	
LE VERRIER	450	158	6	01	25	45	02	8	212	55	5	8	5	0	0	0	0	0	0	5	03	53	28	29	2	4	
POLAR FRONT	600	020(E)	5	31	16	95	03	1	118	37	5	8	5	0	0	0	0	0	0	0	03	53	39	48	-	2	
WEATHER WATCHER	622	320	8	22	13	58	02	2	205	42	8	5	4	0	0	0	0	0	0	2	02	03	48	18	5	4	
U.S. SHIP "C"	528	355	8	14	17	58	10	4	202	48	8	5	4	0	0	0	0	0	0	2	02	03	48	18	5	4	
U.S. SHIP "D"	440	410	3	14	15	55	01	1	145	53	3	0	9	0	0	0	0	0	0	1	03	03	46	15	4	4	
LEONARD WHEAT	461	070	8	05	13	37	02	2	118	54	8	5	4	0	0	0	0	0	0	08	00	46	05	3	1		
ARABIA	507	176	8	01	22	98	02	2	225	52	8	5	4	0	0	0	0	0	0	00	52	46					
ARABIA	498	362	1	12	09	97	12	1	326	54	1	0	0	0	0	0	0	0	2	5	1	20	09	52	49	-	-

06h. Ships Reports

Ship	LAT.	LONG.	Total Cloud		Wind		Weather		Bar at M.S.L.	Dry Bulb Temp.	Cloud					Course		Bar		Temp.		Wave	
			Direction	Speed	Visibility	Present	Past	Amount			Low	Height	Medium	High	Direction	Speed	Character	Change in 3 hours	Sea	Dew Point	Direction	Period	
Lat	Long	N	dd	ff	vv	ww	W	PPP	TT	Nh	CL	h	CM	CH	Ds	Vs	z	pp	Ts	Td	Td	dw	Pw
WEATHER RECORDER	588	187	8	32	17	98	02	2	241	46	8	5	4	0	0	0	0	3	06	54	39	31	4
CUMULUS	523	196	8	33	22	65	02	2	270	52	8	5	4	0	0	0	0	3	00	51	48	36	4
LE VERRIER	451	159	6	02	24	65	02	2	207	58	6	8	5	0	0	0	0	3	03	51	48	02	4
POLAR FRONT	600	020(E)	5	33	18	95	02	2	110	37	5	8	5	0	0	0	0	5	08	60	27	31	3
WEATHER WATCHER	621	324	8	22	14	56	02	2	179	42	8	5	4	0	0	0	0	4	20	01	40	49	5
U.S. SHIP "C"	528	355	9	16	23	59	02	2	263	48	8	5	4	0	0	0	0	4	05	52	46	17	5
U.S. SHIP "D"	440	410	8	14	14	59	02	1	146	55	8	5	4	0	0	0	0	4	07	03	56	15	4
PAPAROA	426	226	8	36	13	58	02	2	251	57	8	5	4	0	0	0	0	4	06	52	41	01	0
UDOMERIC	492	274	9	00	08	56	05	4	288	55	9	5	4	0	0	0	0	4	00	01	50	00	5
STRATHMORE	391	113	8	34	24	57	02	2	101	56	8	5	4	0	0	0	0	3	02	57	52	32	5

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. Donnington

THE DAILY WEATHER REPORT
OF THE METEOROLOGICAL OFFICE, LONDON

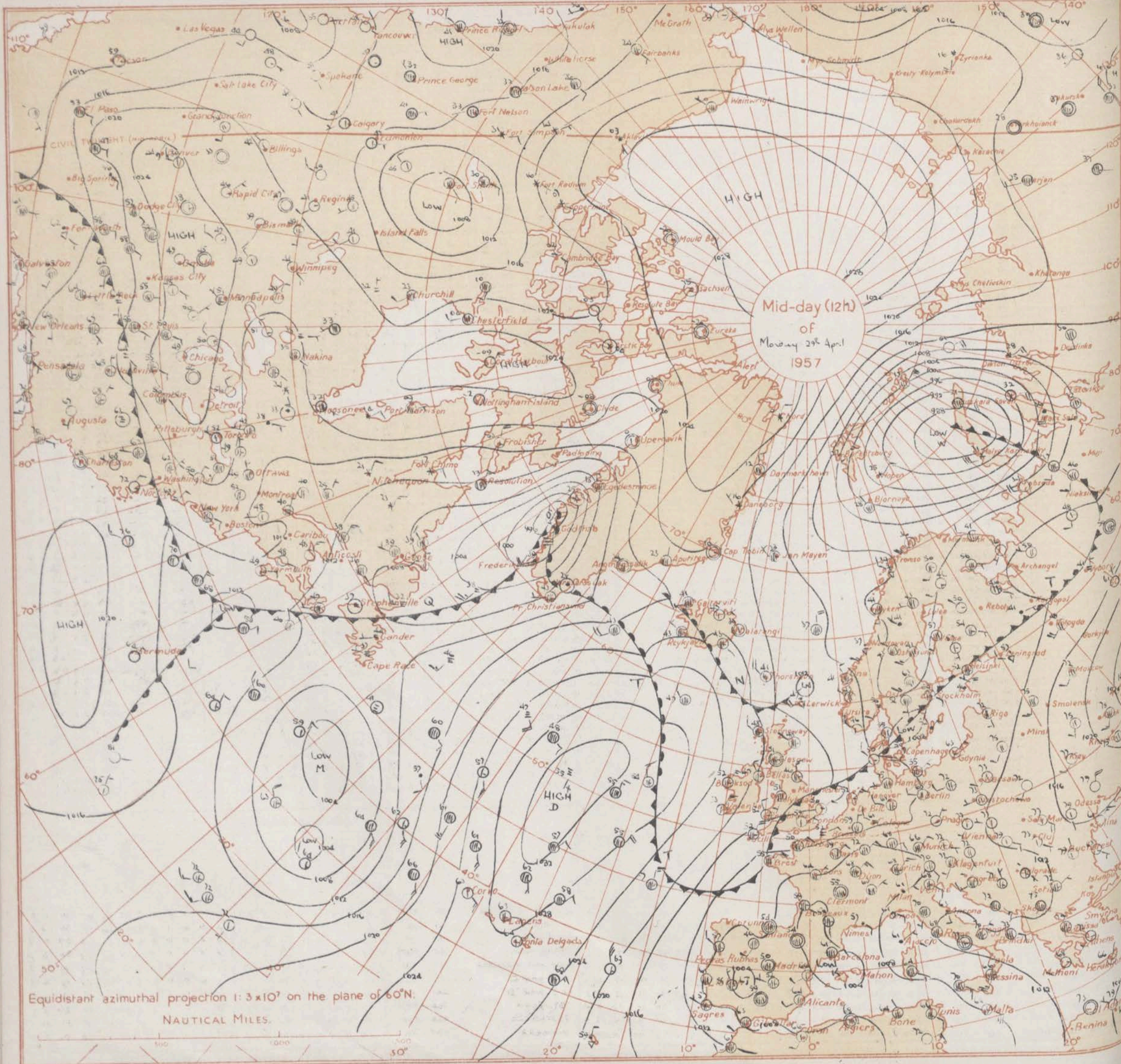
Date of Issue: Tuesday, 30th April 1957

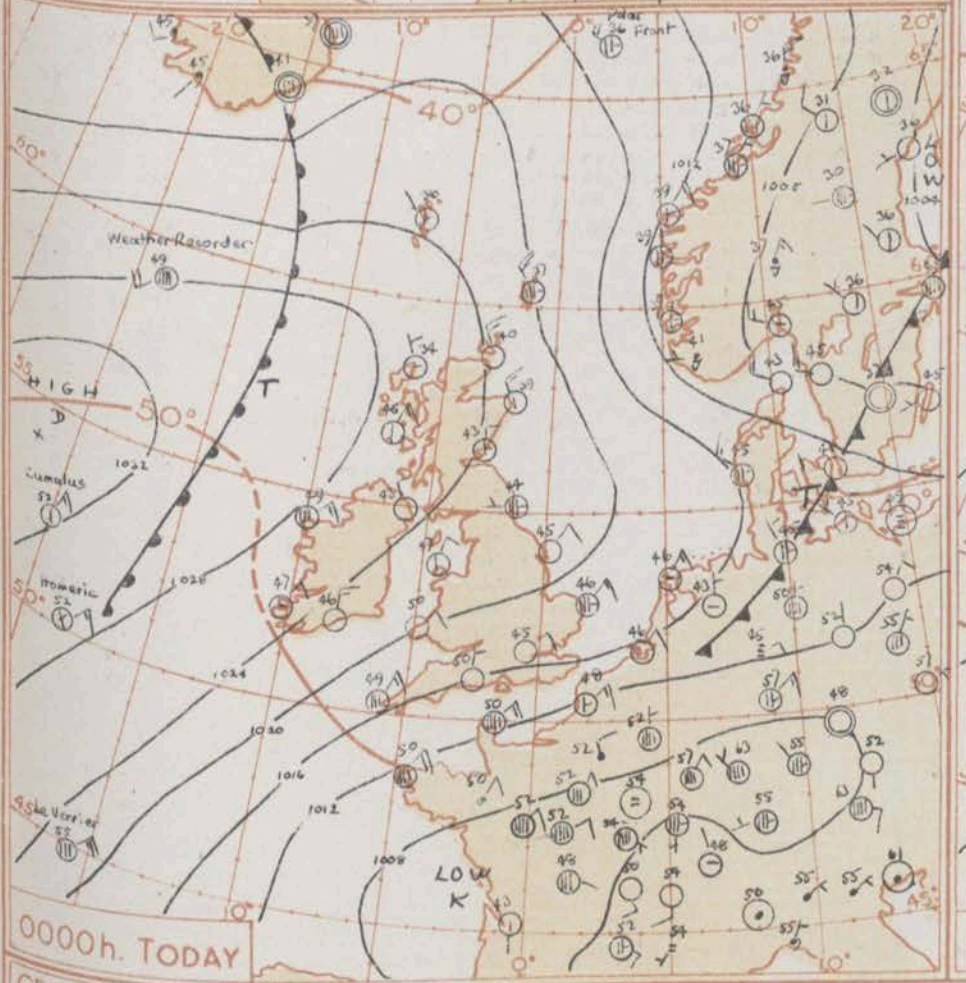
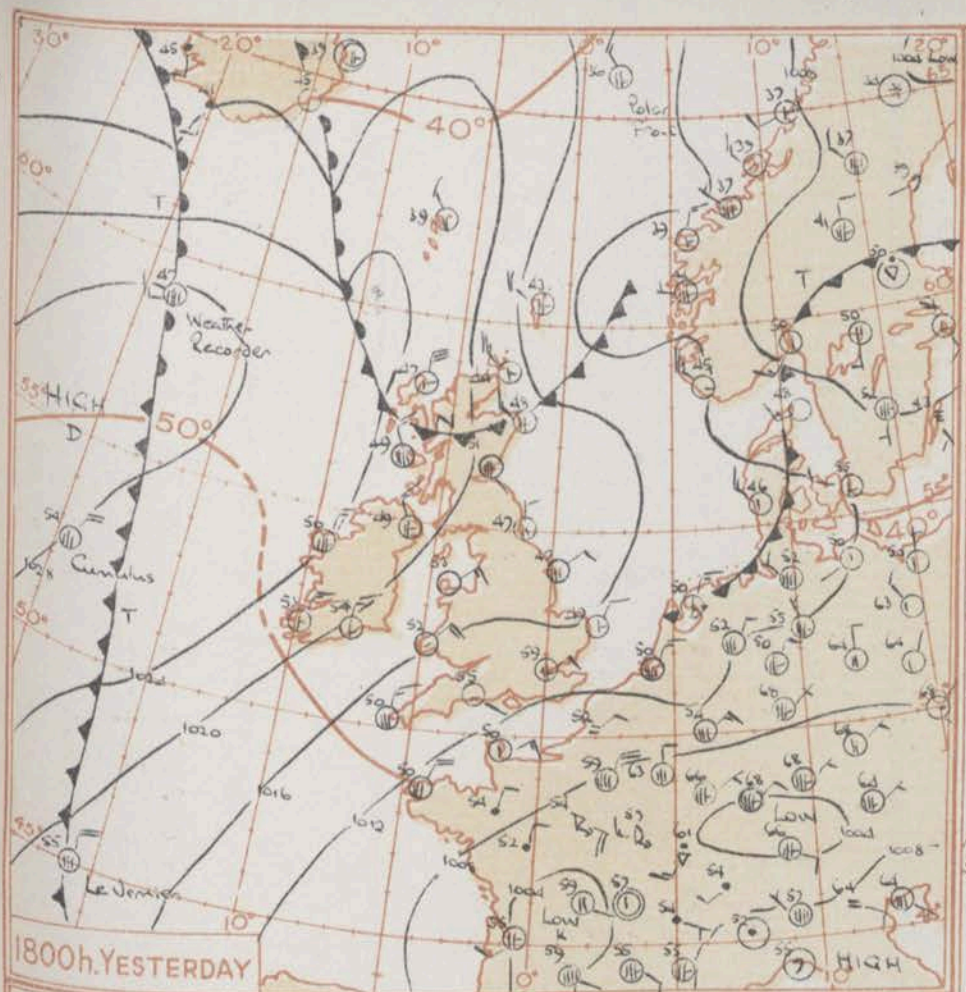
All times of observation printed in this publication are GREENWICH MEAN TIME.

* Information not usually received.

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

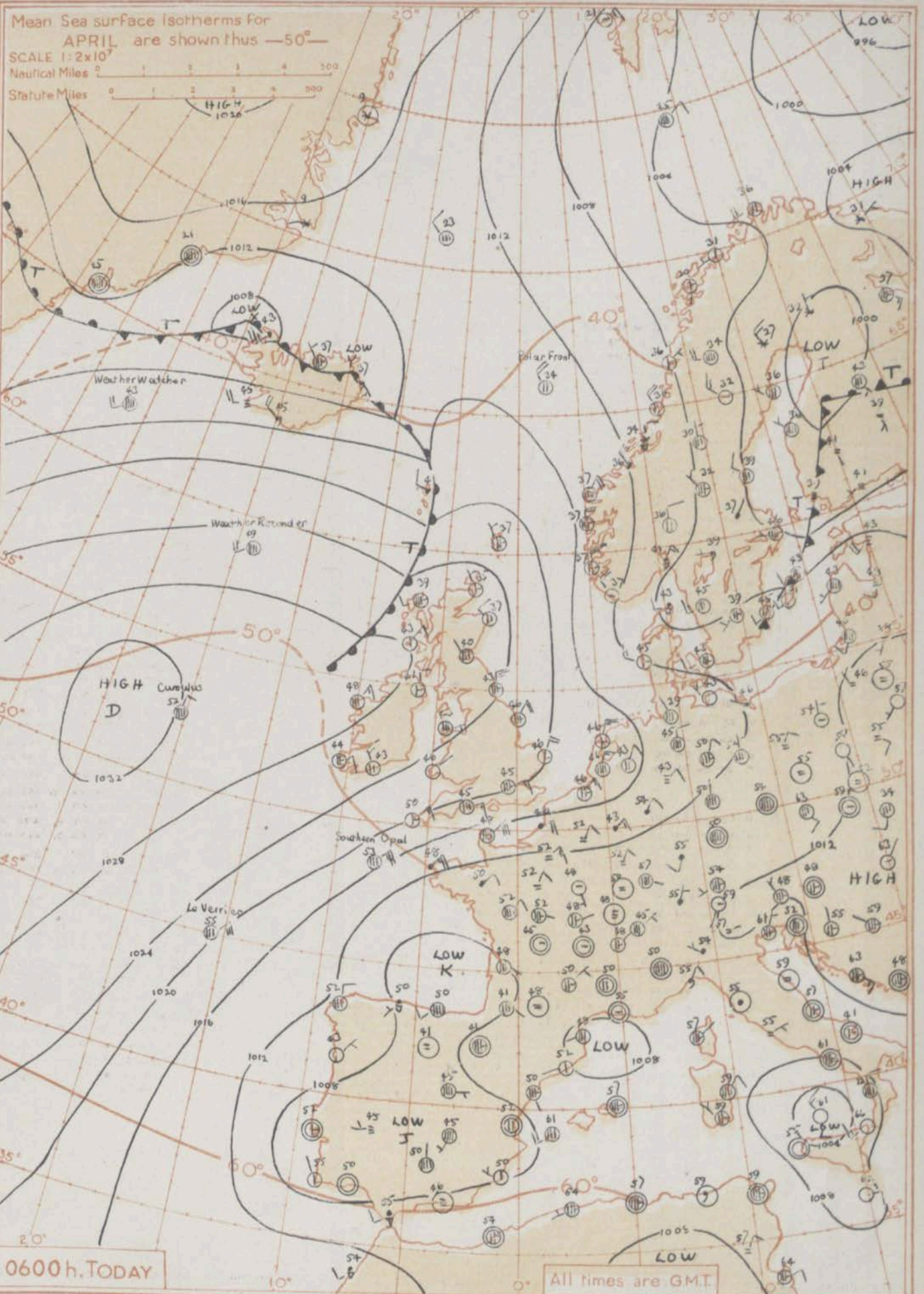
CHART OF WEATHER IN PART OF NORTHERN HEMISPHERE





GENERAL SYNOPSIS DEVELOPMENT

A ridge of high pressure developed over Scotland and moved slowly south. The southward movement of this ridge will continue as a warm front moves over Scotland while depressions from near Iceland move towards the North Sea.



Issued at midday today Tuesday 30th April 1957

FORECAST FOR BRITISH ISLES until noon tomorrow Mainly dry over England and Wales with bright periods but becoming cloudy with perhaps a little drizzle in places tonight and tomorrow. After bright periods at first in Scotland and Northern Ireland cloudy weather with rain or drizzle at times will spread from the northwest. Temperatures mostly near normal but it will be rather cold in east and southeast England.

OUTLOOK FOR the next 24 hours:- Dry in most parts of the British Isles with bright periods but cloudy with occasional drizzle in some western and northern areas.

THE DAILY WEATHER REPORT
OF THE METEOROLOGICAL OFFICE, LONDON

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.

* Information not usually received.

H.M.S.O. Press, M.O. Dumfries