

# DAILY SYNOPTIC SURFACE REPORTS

The daily synoptic reports shown in this publication are accumulated from special forms prepared by the various countries in the Northern Hemisphere, from published data prepared by those countries, and from teletype reports from all collectives available to all of the services cooperating in the preparation of the publication. Wherever possible, data are taken from the first two named sources, and teletype data are used to complete the presentation. Data for stations in the United States are tabulated from punched cards prepared on the stations for this purpose and mailed to the Tabulating Unit at New Orleans. The 1230Z observation is shown for most stations. For those stations that do not take a synoptic observation at that particular hour, the observation for the nearest hour thereto is shown, whenever possible. The time of the observation, to the nearest hour, is shown for each station. In preparation of this bulletin, it has been our aim to present as complete a coverage for the Northern Hemisphere as is possible. With this consideration in mind, it was deemed advisable to delete data from certain stations where the coverage was already considered adequate, and to show all reports for areas where data are sparse, even though those data might not be available for all days. The data are subject to observational and transmission errors which have been corrected insofar as personnel and time considerations permit.

## Station Names and Index Numbers:

All stations for which data are presented are identified by the station name and the station index number. The numbers assigned in accordance with IMO agreements effective January 1, 1949, are used in all cases except where the stations concerned are still using the old numbers. The latter are shown in a separate group, with appropriate heading.

## Method of Presentation:

In preparing the data for publication, the entire collection of reports (mailed, published, and teletype) have been placed on punched cards, then sorted by block numbers, and numerically by station number within blocks. The data are presented in that manner. It is further divided into 3 groups as follows:

1. Data for all days for stations reporting in the new code.
2. Data for all days for ship reports.
3. Data for all days for stations reporting in the old code.

It is recognized that some inconvenience may result from these divisions. However, the recent change in codes which were adopted by some stations and not by others, left us little alternative. It is expected that the remaining stations will adopt the new codes in the near future, at which time all surface data will be combined.

## Description of Codes:

Three different codes are at present being used in reporting surface synoptic data. We shall call these Type I, II and III for purposes of identification. Type I is the code adopted by the IMO for use effective January 1, 1949. It is used by the vast majority of nations in the Northern Hemisphere. Data for all stations for which new station numbers (with block numbers) are shown, will be in this code. Type II is used by ships reporting weather and Type III is being used by those stations still using the old code numbers. These are the stations referred to in previous paragraphs, as having listings in a separate group. A listing of stations using each type of code will not be attempted here since that fact can be easily determined by seeing if the station is in the general listings or in the later group. It is further expected that gradually all stations will change to the new code. At any rate, no fear need be felt concerning misinterpretation of the data, since headings, showing elements represented, are shown above all data. The form of codes used is not shown here since it is apparent from the headings.

The meaning of the heading symbols are as follows:

### Type I - New code.

1. iii Station number (the block number is at the head of each group of station numbers).  
 $T_d T_d$  Temperature of the dew point, to nearest whole degree F.
2. N Total amount of clouds. IMO Code 1-1-49.  
dd Wind direction from which wind is blowing, to 36 points.  
ff Wind speed in knots.
3. VV Visibility. IMO Code 1-1-49.  
ww Present weather. IMO Code 1-1-49.  
W Past weather. IMO Code 1-1-49.
4. PPP Pressure, mean sea level - 10's, units, and 10ths of mbs - hundreds figures are omitted.  
TT Temperature, to nearest degree F.

5.  $N_h$  Amount of cloud whose height is reported for "h" IMO Code 1-1-49.  
 $C_L$  Clouds of genera Sc, St, Cu, Cb. IMO Code 1-1-49.  
h Height above ground of base of cloud. IMO Code 1-1-49.  
 $C_M$  Clouds of genera Ac, As, Ns. IMO Code 1-1-49.  
 $C_H$  Clouds of genera Ci, Cs, Cc. IMO Code 1-1-49.
  6. 6 Indicator figure.  
 $D_C$  Direction from which clouds are moving, 8 points. IMO Code 1-1-49.  
a Characteristic of barograph trace, 3 hours. IMO Code 1-1-49.  
pp Pressure tendency, 3 hours. IMO Code 1-1-49.
  7. 7 Indicator figure.  
R Whole inches of rain, used when inch or over.  
RR Amount of rain, last 6 hours - 100ths of inch precipitation.  
 $R_t$  Time rain began or ended. IMO Code 1-1-49.  
s Depth of snow on ground, nearest whole inch.
- Extra groups - any of which may be included.
- 8 Indicator figure.
  - $N_S$  Amount of significant cloud layer. IMO Code 1-1-49.
  - C Type of significant cloud layer. IMO Code 1-1-49.
  - $h_S h_S$  Height above station of layer of significant clouds. IMO Code 1-1-49.
  - 9 Indicator figure for special phenomena.
  - $S_P S_P$  Special phenomena, general description. IMO Code 1-1-49.
  - $s_P s_P$  Special phenomena, detail description. IMO Code 1-1-49.
  - 1 Indicator for wave group.
  - $d_w d_w$  Direction (00-36) from which waves come.
  - $P_w$  Period of the waves. IMO Code 1-1-49.
  - $H_w$  Mean maximum height of waves. IMO Code 1-1-49.
  - 2 Indicator figure for 850 mb. pressure group.
  - $h_{85} h_{85}$  Height of 850 mb. surface, 10's of geo. ft. above sea level.
  - $a_3$  Characteristic of barograph trace ending 3 hours ago. IMO Code 1-1-49.
  - 3 Indicator figure for 24 hour precipitation.
  - $R_{24} R_{24} R_{24} R_{24}$  Amount of precipitation in last 24 hours - tens, units, tenths, and hundreds of inches.
  - 4 Indicator figure for maximum and minimum temperature.
  - $T_x T_x$  Maximum temperature for previous calendar day, nearest whole degree F.
  - $T_n T_n$  Minimum temperature for previous 12 hours, nearest whole degree F.

### Exceptions to above:

It should be noted that most stations outside of North America only report the first 6 groups. This absence of group 7 does not therefore definitely indicate the lack of rain. The occurrence of this phenomena can be detected from the reports of present and past weather in group 3.

Iceland stations sometimes report temperature in degrees C.

French stations sometimes report temperature in degrees C, sometimes F.

Certain Spanish stations reduce surface pressure to 1 Km. rather than to sea level.

Mexican stations, group 7, RRR are in millimeters.

South Pacific stations - report 3RRD<sub>L</sub>D<sub>M</sub> in place of the 7 group where R is rainfall; D<sub>L</sub> and D<sub>M</sub> are directions of low and middle clouds.

European stations - changes group 6 to 6<sub>a</sub>app, where a<sub>x</sub> is additional information on pressure change.

Asian stations - group 6 is reported 6D<sub>C</sub>app where D<sub>C</sub> is direction of lowest cloud observed.

South American stations - group 6 is reported as 6Eapp with E as state of ground.

India stations, blocks 42 and 43 - group 7 shown as 7RRT<sub>e</sub>T<sub>e</sub> where T<sub>e</sub>T<sub>e</sub> is extreme temperature.

Japanese stations in block 47 - same as India above.

### Type II - Ship reports.

1. Y Day of week.  
Q Quadrant of globe. (see table II)  
 $L_a L_a L_a$  Latitude in degrees and tenths.
2.  $L_o L_o L_o$  Longitude in degrees and tenths, the 1 being omitted if ship is 100 degrees or more.  
GG Time of observation, GCT.
3. Nddff (Explanations for 3, 4, 5 and 6 are the same as for new land code above.)
4. VVwwW
5. PPPTT
6.  $N_h C_L h C_M C_H$

7.  $D_S$  Ships course - direction toward which ship is moving (see table XIV).  
 $V_S$  Speed of ship, in knots (see table XV).  
a Characteristic of barometer tendency, 3 hours (see table XVI).  
pp Amount of barometric change, 3 hours (see table XVII).
8. 0 Group designator.  
 $T_S T_S$  Difference between air temperature and sea temperature, whole degrees F. If air temperature is below sea temperature, 50 is added to value of difference.  
 $T_d T_d$  Temperature of dew point - whole degrees F.
9. 1 Group designator.  
 $d_w d_w$  Direction from which waves are coming (see table IV).  
 $P_w$  Period (in seconds) of waves (see table XX).  
 $H_w$  Mean maximum height of waves (see table XXI).

All references are to "International Code For Radio Weather Reports From Ships"

### Type III - Old code, 1942.

III C<sub>1</sub> C<sub>m</sub> wwVhN<sub>h</sub> DDFWN PPPTT UC<sub>h</sub>app T<sub>S</sub>T<sub>S</sub>R<sub>L</sub>RR R'RRRR F>9 GG

Codes used for the non-fixed ships are as follows:

LLLlll DDFww PPVTT 3C<sub>1</sub>C<sub>m</sub>C<sub>h</sub>N T<sub>d</sub>KD<sub>k</sub>WN<sub>h</sub> d<sub>S</sub>v<sub>S</sub>app h<sub>C</sub>h<sub>C</sub>MT<sub>S</sub>T<sub>S</sub> GG

LLLlll DDFww PPVTT hC<sub>1</sub>C<sub>m</sub>C<sub>h</sub>N T<sub>d</sub>KD<sub>k</sub>WN<sub>h</sub> d<sub>S</sub>v<sub>S</sub>app h<sub>C</sub>h<sub>C</sub>MT<sub>S</sub>T<sub>S</sub> GG

The meaning of symbols in the above codes, whose values will be found in tables of international codes and symbols, is as follows:

- a Characteristic of the barometric tendency in preceding three hours.
- C<sub>1</sub> Form of low cloud.
- C<sub>m</sub> Form of middle cloud.
- C<sub>h</sub> Form of high cloud.
- DD Wind direction.
- D<sub>k</sub> Direction from which swell comes (8-point scale).
- d<sub>S</sub> Direction toward which the ship is moving (8-point scale).
- F Wind speed on Beaufort scale, 0-9.
- F>9 Amount of wind speed over Beaufort scale 9.
- GG Hour in Greenwich time (12 noon: 13 1 P.M., etc.).
- h Height of the lowest clouds.
- h<sub>C</sub>h<sub>C</sub> Height of ceiling in hundreds of feet.
- III International index number.
- K State of swell in open sea.
- LLL Latitude in degrees and tenths.
- lll Longitude in degrees and tenths, with initial hundreds digit omitted.
- M Method of determining ceiling.
- N Total amount of sky covered by clouds.
- N<sub>h</sub> Amount of sky covered by clouds whose height is reported by h.
- PP Pressure in whole millibars, first figure (9 or 10) omitted.
- PPP Pressure in millibars and tenths, first figure (9 or 10) omitted.
- pp Amount of barometric tendency for preceding three hours in fifths of millibars.
- R<sub>t</sub> Time precipitation began or ended.
- RR Amount of precipitation in 6-hour period preceding time of observation.
- R Amount of precipitation over ninety-nine in the 6-hour period preceding time of observation.
- RRRR Amount of 24-hour precipitation in inches and hundredths.
- S State of the sea.
- T<sub>d</sub> Temperature difference between air and water.
- TT Temperature in whole degrees.
- T<sub>S</sub>T<sub>S</sub> Temperature of the dew point in whole degrees.
- U Relative humidity.
- V Horizontal visibility.
- v<sub>S</sub> Speed of the ship.
- W Past weather.
- ww Present weather.
- 3 Group indicator in certain ship codes.