arded through J. W. Robertel Esqre for favor of his remarks.

ORDINARY, PRINTED.

Marine Department
G.O., dated 11th Apr: 95
No. 108
108A

INDEXED.

First copy sent to Press.

Returned for signature. 22/4

Despatched in print. 22/4

[Despatch Abstract.]

Yelone Code.

Publishing in the Fort Saint George Gazette the — as revised by the Presidency Port Officer and Communicating to the Officers Concerned, P. P. O's letter of 28th February 1895 containing remarks & the Suggestions made by Certain Officers.

31-5-06. ✓
6-4-06 BI ✓

390 & 420

439 of 95.

Mar 1697 dt. 11-6-95

THE OBSERVATORY,

No. 145 Madras, 24th August 1894.

FROM

THE GOVERNMENT ASTRONOMER,
Madras.

To

The Hon'ble Mr. J. F. Price,
Chief Secretary to Government.

SIR,

In reply to G.O. dated 10th August 1894, No. 315, M. time, I have the honor to state that the revised Cyclone Code drawn up by the Presidency Port Officer seems to me to meet all the requirements of the case.

2. The only suggestion I would make is that the words "in the absence of the former officer" (para. 4 last line but one) be omitted as it is at least possible that the opinion of the Government Astronomer might be desired even if the Meteorological Reporter was not absent from Madras.

I

I have the honor to be,

Sir,

Your most Obedient Servant

C. Michie Smith

Offg. Govt. Astronomer.

From

The Govt. Astronomer

Madras

No: 145

Dated 24 August 1894
Rec'd

25 AUG 18
GOVERNMENT OF MADRAS

Submitting his opinion as to the suitability of the revised Cyclone Code.

G. 8 1,360—24-7-94.

No. 100-

City Police Office.

Madras, 29th August 1894

From Colonel H. H. H. Cox
THE COMMISSIONER OF POLICE,
MADRAS,

To The Chief Secretary to Government
with the Governm
Stonehouse Hill.

Quite

Sir,

With reference to G. O. dated 10th August 1894 No 315, Marine I have the honour to report that the changes in the Madras Cyclone Code proposed by the Presidency Port Officer appear to be on the whole judicious.

2 — I think, however, that the Commissioner of Police should take Command directly he arrives on the spot. The Change has one point in its favour viz. that as the Deputy Commissioner will almost invariably be on the spot first the Control will remain continuously in the hands of one man instead of it is a mistake to relieve the Commissioner of the responsibility.

3 — I think too that the existing orders defining the duties of Police are sufficiently explicit under certain possible Circumstances the absolute restriction proposed to be imposed will be disregarded.

I have the honour to be
Sir
Your most obedient Servant

Colonel
Commissioner of Police

Marine dept

CURRENT No 742

CHIEF SECRETARY 31 AUG 1894 GOVERNMENT OF MADRAS

From

The Commissioner of Police

Madras

To

The Chief Secretary to Government

with the Governm

Stonehouse Hill

Dated 29th
Received 31st } August 1894
Regd 31st

No 100.

Madras Cyclone Code.

Submitting his views on the provisions of the Revised ———.

P. 3 Sep 1/9

CURRENT No. 783.

No. 1020 D

Government of Madras.

PUBLIC WORKS DEPARTMENT.

Quote

CHIEF SECRETARY 11 SEP 1894 GOVERNMENT OF MADRAS

MEMORANDUM.

Copy forwarded,

Dated Madras, 11th September 1894.

With reference to G.O. dated 10th August 1894, No. 315 Marine, the undersigned has the honor to state that the provisions of the revised Cyclone Code appear suitable.

J. Bourne Col. R.E.
Secy to Govt P.W.D.

To,

The Marine dept

41—1,000—17-3 94.

Not circulated in the P.W.D.

Marine Department

CURRENT No. 783.

From. Mech. W. Dept

Memo No. 1020 dt.

Dated 11th
Recd 11th } Septr 1894
Regd 12th
Encl: a

Subject

Stating that the provisions of the revised Cyclone Code appear Suitable -

EXTRACT of Proceedings of the TRUSTEES OF THE HARBOUR OF MADRAS, at a Meeting held at the Offices of the Board on Friday the 31st day of August 1894.

8. Read ly. C. No 315 Marine, dated 10th August '94, directing that the revised Madras cyclone code be communicated to departments and officers concerned for an early expression of opinion as to the suitability and efficacy of its provisions.

Resolved that the Chairman be requested to address Government through the Presidency Port Officer.

True Extract

C. Sivant

Secretary
Harbour Trust Board

HARBOUR TRUST
MADRAS 3 SEP 94
SECRETARY'S OFFICE

4
Marine
1
493.

493

Madras Harbour Trust,

SECRETARY'S OFFICE,

3rd September 1894.

No. 2002

From

Arcot / E. Turner Esquire C.S.I

CHAIRMAN, HARBOUR TRUST BOARD,

MADRAS.

To

The Honble Mr. J.T. Price C.S.I; C.S.

Chief Secretary to Government,

Marine Department.

SIR,

Through The Residency Post Office Madras

I have the honour to acknowledge the receipt of G.O. Marine No. 315 dated 10th august which was considered by the Harbour Trust Board at its meeting on Friday last.

The Trustees are unanimously of opinion that the proposed simplified Cyclone Code is a very great improvement upon that at present in force.

I have the honour to be
Sir
Your obedient Servant

E Turner

Chairman

Marine

493 Mar/

MARINE DEPARTMENT.

From

THE CHAIRMAN,
HARBOUR TRUST BOARD,
MADRAS.

To

THE CHIEF SECRETARY TO GOVERNMENT,
Marine Department.

CHIEF SECRETARY'S DEPARTMENT OF MADRAS 12 SEP 1894

DATED 3rd September 1894.

RECEIVED 12/9

ENCLOSURE one

Registered 13/9/94

No. 2002

Encl. one.

SUBJECT.

Replying to G. Marine No. 315 dated 10th August regarding the Madras Cyclone Code (Revised).

No. 422/346 G

Forwarded

2. In the 8th line of paragraph 12 on page 3 of G. O. Marine No. 315 dated 10th August 1894, the word "part" first occurring should be "Fort".

3. On page 6, in the first line under A.—Port Department the word "Pier" should be "Prementine".

Madras ---
11th September 1894

Walter Beale
Commander R. I. M.
Presidency Port Officer

mm

Recd

1037

No. 663
Encl.

OFFICE OF SURGEON-GENERAL
WITH THE GOVERNMENT OF MADRAS,
Madras, 10 December 1894.

From

SURGEON MAJOR-GENERAL C. SIBTHORPE, F.R.C.P.I.,
SURGEON-GENERAL WITH THE
GOVERNMENT OF MADRAS,
Madras,

To

THE Hon'ble the Chief Secy. to Government
Marine Department

SIR,

With reference to G. O. No. 315 Marine dated the 10th August 1894 I have the honor to state that I have consulted the medical Officers concerned and agree with them that the rules in the revised Madras Cyclone Code are suitable and sufficient.

I have the honour to be,
Sir,
Your most obedient Servant,
C Sibthorpe
Surgn Major Genl
Surgeon-General with the Govt. of Madras.

10 S.G.—1,000-5-94.

Marine (1894) Department.

From

Surgeon Major-General C. Sibthorpe, F.R.C.S.,
Surgeon-General with the
Government of Madras,
Madras,

No. 663
Enclosure.

Dated 10th December 1894
Received 11th
Reply 11th

No. CHIEF SECRETARY GOVERNMENT OF MADRAS 11 DEC 1894

Subject.

Stating that the rules in the revised Madras Cyclone Code are suitable and sufficient.

913

P. No. 607—B.

Ordnance Department.

No. 0 9427

From

Colonel T. WALKER, R. A.,
Inspector General of Ordnance,
Madras Circle.

To

The Secretary to the Government of Madras, Mily Dept.
with the Governor, Stone House Hill

Fort St. George, 10th September 1894.

Rule

Sir,

With reference to Proceedings of Madras Government, Mily: Department, No. 5291 dated 27th August 1894 I have the honor to state that there is no objection on the part of this Department to the proposed revision of the Cyclone Code.

2. There are however three complete sets of Rocket Apparatus maintained as a Reserve by this Department and there are three complete sets in use with the Royal Artillery located in Fort Saint George. Under the new Scheme these will apparently become redundant. It is desired to know if this is the case as in the event

event of it being so steps will be taken
to have cancelled the orders contained
in appendix I A.R.I. Vol. IV Part II
under which these are maintained.

I have the honor to be,
Sir,
Your most obedt Servant

W. Walker Colonel R.A.
Inspector General of ordnance
Madras Circle

2000--28-2-94.

MILITARY (1894) DEPARTMENT.

Current Number. 5575

From

THE Inspector General of Ordnance

No. 9427

Dated 10th

Received 11th September 1894.

Registered

Recd. by Ref. Dept. 12/9

Disposed of by do.

ENCLOSURES.

P.G., No. , dated

Regarding the proposed revision of the Cyclone Code.

Former papers.

P.G. 27-8-94-5291 R

RD

Colonel

12/9

5
mar
1
122

C. 500
2 1-6-94.

QUARTER MASTER GENERAL'S OFFICE,

Ootacamund,

25th September 1894.

HEADING Special and Miscellaneous

It is requested that the heading, number, and date of this communication may be quoted in any subsequent correspondence on this subject.

No. 1805-B

Answered

From

COLONEL G. SIMPSON,

OFFICIATING QUARTER MASTER GENERAL,

MADRAS ARMY.

To

THE SECRETARY TO GOVERNMENT,

MILITARY DEPARTMENT.

SIR,

With Reference to G.G. No. 5291 dated 27th Ultimo forwarding for the Remarks of the Commander-in-Chief the draft of a revised Cyclone Code for Madras, I am desired to Remark as follows:—

Chapter II

I It is Considered important that the Assistant Adjutant General Madras District should receive due notice when Storm signals are hoisted and lowered, in view of which it is suggested that this Officer be included in the list referred to in Clause 3 page 6.

Chapter III Sections 1 & 2

II It is suggested that a Clause be inserted requiring

requiring the Signals to be Repeated on the yard arm of the Port Flag staff.

Inserted in Chapt II

C. Commissariat and Transport Department.

The following Revised paras are suggested in lieu of those now in the draft.

1 From 1st April to 30th June and from 15th September to 31st January a certain number of Transport attendants and animals will be detailed for duty in case of need and these men will Remain at the Transport Depôt day and night during these periods.

not included in P.P.O's record

2 Four trollies drawn by bullocks together with 6 ambulance Carts (or tongas) with Cattle will be Kept day and night at the Transport Stables. North Beach and will be despatched on the Requisition of the Deputy Conservator of the Port to the Officer or Non-Commissioned Officer in charge of the station.

supplied

Section 3

C. Commissariat and Transport Department

Para 1 after "Mules" in line 2 insert — "or bullocks"

Para 2 After "Non-Commissioned Officer" in

A.

in the first and second lines insert ("if available")

Para 3. To be Revised as follows:—

3 The Chief Commissariat Officer will despatch to the Port Office 1 mate and 24 bearers with dooleis Irun cheels or dandies to be placed at the disposal of the directing Medical or Port Department Officer present.

Madras 315 10.8.94

2. With reference to para 12 of letter No 422—259 G dated 11th July last from the Presidency Port Officer Madras, I am desired to suggest that the Dy. Conservator of the Port should apply for working parties to the Assistant Adjutant General Madras District instead of the Officer Commanding the British — Regiment located in the Fort.

3. As the Port authorities do not require the assistance of the Artillery in life saving, it is presumed that the apparatus in charge of the latter should be handed over to them.

4. Missprints appear in para 12 of letter from the Presidency Port Officer cited above and in para 1 of E Medical Department, of the proposed Code, in both of which presumably the word "Port" — should be Read for Port.

I have the honor to be
Sir
Your obedient Servant

G Ellerson Colonel
Offg: Quarter Master General

Military (189) Department.

Current- No. 5840.

From

The Quarter Master General,

Madras Army.

To

The Secretary to Government,

Military Department.

DMI
26 SEP 94

No. 1805 B

Dated 25th } September, 189 .
Received

Reg.d 26th

ENCLOSURE.

ENCLOSURE.

SUBJECT.

Submitting Remarks on the Revised Cyclone Code.

1895
mar Dept.
Enclos. No. 2
To
122

Cocks
Cyclone Code.

Ootacamund,
23rd November 1894.

No. E
655

From

Colonel ELPHINSTONE BEGBIE,

Officiating Adjutant General, Madras Army.

To

The SECRETARY to GOVERNMENT,
Military Department.

SIR,

With reference to your reminder Memo: No. 7138 of 17th instant, I am desired to inform you that, as the remarks of His Excellency the Commander-in-Chief on the revised Cyclone Code have already been communicated (a) to you, it was considered unnecessary to reply again in this office to Proceedings of Government No: 5291 of 27th August last.

I have the honor to be,

Sir,

Your obedient servant.

Elphinstone Begbie
Colonel
Officiating Adjutant General.

ENCLOSURES.

(a) Quarter Master General's No: 1805 B dated 25th September '94.

C.R. 150.
12 20-9-94.

MILITARY (1894) DEPARTMENT.

Current No. 7137.

From

THE ADJUTANT GENERAL,

To

THE SECRETARY TO GOVERNMENT,

Dated 23rd November 1894
Received 26
Registered

No. E
655

Informs that as the remarks of H.E. the Commander-in-Chief on the revised Cyclone Code have already been communicated to Govt ~~and~~ vide Considers unnecessary to reply again to P.G. No. 5291 of 27th August last.

1895
Mar. Dept.
Encls. No. 3
To 122

Local No. 155.

COMMISSARY-GENERAL'S OFFICE,
Bangalore ~~Madras~~, 14th January 1895.

No. Bnc/7715

From

THE COMMISSARY-GENERAL,

To

Recd

THE SECRETARY TO GOVERNMENT,

MILITARY DEPARTMENT.

Madras

SIR,

With reference to the order of Government, Military department No. 5291 dated 27th August 1894 forwarding a copy of Proceedings of Government Marine department No. 315 dated 10th August 1894, I have the honor to state that the revised Madras Cyclone Code proposed therein is concurred in with the following modifications, so far as the Commissariat Transport arrangements are concerned

(a) In para 2 under head c of section 2 chapter III after the words "Mules" in line 1 read "or bullocks" and delete "with as many Ambulance Jongas with Cattle as there is room for" in lines 1 and 2 and substitute "with 6 ambulance carts or Jongas"

between 2s Marjoribanks correction

MILITARY (1894) DEPARTMENT.

Current No. 7137.

From

THE ADJUTANT GENERAL,

To

THE SECRETARY TO GOVERNMENT,

26 NOV 94

Dated 23rd November 1894
Received 26
Registered

No. E 655

Informs that as the remarks of H.E. the Commander-in-Chief on the revised Cyclone Code have already been communicated to ~~your~~ his Office, he considers unnecessary to reply again to P.G. No. 5291 of 27th August last.

1895
mar Dept.
Enclos. No. 3
To 122

Local No. 155.

COMMISSARY-GENERAL'S OFFICE,
Bangalore ~~Madras~~, 14th January 1895.

No. Mis 7715

From

THE COMMISSARY-GENERAL,

To

THE SECRETARY TO GOVERNMENT,

MILITARY DEPARTMENT.

Madras

Duplicate

SIR,

With reference to the order of Government, Military Department No. 5291 dated 27th August 1894 forwarding a copy of Proceedings of Government Marine Department No. 315 dated 10th August 1894, I have the honor to state that the revised Madras Cyclone Code proposed therein is concurred in with the following modifications, so far as the Commissariat Transport arrangements are concerned

(a) In para 2 under head C of Section 2 Chapter III after the word "Under" in line 1 read "or bullocks" and delete "with as many Ambulance Jongas with Cattle as there is room for" in lines 1 and 2 and substitute "with 6 ambulance carts or Jongas"

between 2s Surgeon's correction

Tongas"

(b) In para 2 of Section III c, after the word "bulls" read "or bullocks"

(c) In para 3, dele "as many sets of bearers as are available" and substitute "1 Mate and 24 bearers"

2 I would further observe that in the old rules the Cyclone Season was a fixed one viz from 1st April to 30th June and from 15th September to 31st January last in the Revised code now proposed this is not so. I am of opinion that as far as this department is concerned, fixed dates as in past years are more suitable and convenient. The Cattle and Carts kept at the Cyclone sheds during these periods are fully utilized by the Const. Storekeeper General, Madras so that even if not needed for the purpose for which they are intended, no loss to Government will accrue. The Mate and bearers detailed would sleep at the Cyclone shed during

during these periods

I have the honor to be

Sir

Your most obedient Servt

Wimble Captain

for Commissary General

JH

Military (1895) Department

P.G. 27-8-94, No. 529 R

From Current No. 196.

THE COMMISSARY-GENERAL,

~~Madras~~, Bangalore

To

THE SECRETARY TO GOVERNMENT,

MILITARY DEPARTMENT.

Madras

Dated 14th January 1895.

Received 15th January 1895.

15 JAN

Registered

Disp'd 17/1 No. Gen. 7715

adp

ENCLOSURES.

Subject

Regarding the Revised Madras Cyclone Code.

mar
4
122

Special and miscellaneous

209—31-1-95.

CURRL NO. 122

No. 978

Government of Madras.

MILITARY DEPARTMENT,

Fort Saint George the 20th Februay 1895

Read the following:

From the Inspector General of Ordnance, No 9/9427, dated 10th September 1894.

From the Quarter master General, No. 1805 B, dated 25th September 1894.

From the adjutant General No. 9/655, dated 23rd November 1894.

From the Commissary General, No. Mis 7715, dated 14th January 1895.

Order. Ordered that the foregoing papers be transferred to the Marine Department with reference to G.O. in that department No 315, dated 10th August 1894.

(True Extract)

D.J. Wood
Colonel.
Offg: Secy: to Government.

To The Marine Department
With Current No. 5515, 5840, 7137 & 196.

Mar:

CURRENT NO. 122

From

The Mil. Dept

No 978

Dated 20/2/95
Recd 20/2
Encls. 4.

Subject.

Transferring, with refce to Mar G.O No. 315 dt 10th Aug 94, papers re: the revised Madras Bazaar Code:

This Completes the file

Mar:

CURRENT NO. 122

From

The Mil. Dept

No 978

Dated 20/2/95
Recd. 20/2
Encls. 4.

Subject.

Transferring, with refce to Mar G.O No. 315 dd 10th Aug 94, papers re: the revised Madras Bylaw Code:

This Completes the file

Replies to Q°. dy 10th
augt: 94, N°. 315.

Endt dy 25- 2- 95 N°. 386
Forwarded to the
Presidency Port Officer
for remarks and in
view to the submis-
sion of an amended
copy of the revised
Code.

Frederick Rice
Chief Secretary

F.O. dy 11th Apr: 95
& N°. 108 Inanne

F.R.B.
21/2/95.

MADRAS CYCLONE CODE.

CHAPTER I.

General Arrangements in connection with the hoisting of Storm Signals at Madras and Coast Ports.

1. The arrangements for the communication to the Presidency Port Officer, to the Deputy Port Conservator, Madras, and to the several coast Port officers, of information respecting the formation, growth and course of cyclonic storms, necessary for their guidance in hoisting the storm signals, are carried out by the Meteorological Reporters at Simla and Calcutta under the general direction of the Meteorological Reporter to the Government of India.

The Madras ports included in this storm-warning system are as follows:—

A.—Ports on the Coromandel Coast.

Gopalpur.	Madras.
Calingapatam.	Cuddalore.
Bimlipatam.	Porto Novo.
Vizagapatam.	Negapatam.
Cocanada.	Pamban.
Masulipatam.	Tuticorin.

B.—Ports on the Malabar Coast.

Cannanore.	Cochin.
Tellicherry.	Calicut.
Mangalore.	Beypore.

The Meteorological Reporter to the Government of Bengal (Calcutta) supplies the information and works the system for those ports classed as belonging to the Coromandel Coast, and the Assistant Meteorological Reporter for India (Simla) for the Malabar Coast ports as defined above. These officers also afford information respecting the first indications of bad weather in the Bay of Bengal and the Indian Ocean to the Presidency Port Officer, to the Deputy Port Conservator and to the Chief Engineer for Irrigation, Madras.

2. As soon as the existence and probable course of a cyclonic storm in the Bay of Bengal or the Indian Ocean has been ascertained by the Meteorological Reporter of Calcutta or Simla, the Deputy Port Conservator, Madras, Port officers of the ports likely to be affected by the storm and the Chief Engineer for Irrigation, Madras, will be informed and warned by the Reporter appointed to give such warnings to his port. The warning signal should usually be hoisted immediately after the receipt of this information. The Meteorological Reporter will continue to keep the Deputy Port Conservator, Madras, and Port officers of the warned ports acquainted with the growth, progress, course and other features of the storm, which will be useful as a guide to these officers in hoisting, when necessary, the danger signal. The danger signal should be hoisted as soon as the Deputy Port Conservator, Madras, or the Port officer, considers it advisable to warn the shipping that a cyclone is approaching either the port itself or the coast in the near vicinity. By these arrangements, the Meteorological Reporters will transmit information and warnings direct to the Presidency Port Officer and Deputy Port Conservator at Madras and the Port officers of Gopalpur, Bimlipatam, Vizagapatam, Cocanada, Masulipatam, Negapatam, Tuticorin, Mangalore, Cochin and Calicut. At the remaining ports, viz., Calingapatam, Cuddalore, Porto Novo, Cannanore, Tellicherry and Beypore, where the signals will be hoisted by the Port Conservators, the Port officer under whom they are immediately placed will instruct them by urgent telegram to hoist the warning and danger signals at the same time that they hoist them at their own ports. By this arrangement information respecting bad weather and direction relating to the hoisting of storm signals will be communicated to the—

Port Conservator of Calingapatam—By the Port Officer of Gopalpur.
Port Conservators of Cuddalore and Porto Novo—By the Port Officer of Negapatam.
Port Conservators of Cannanore, Tellicherry and Beypore—By the Port Officer of Calicut.

MADRAS CYCLONE CODE.

CHAPTER I.

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Bimlipatam.	Porto Novo.
Vizagapatam.	Negapatam.
Cocanada.	Pamban.
Masulipatam.	Tuticorin.

B.—Ports on the Malabar Coast.

Cannanore.	Cochin.
Tellicherry.	Calicut.
Mangalore.	Beypore.

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2. As soon as the existence and probable course of a cyclonic storm in the Bay of Bengal or the Indian Ocean has been ascertained by the Meteorological Reporter of Calcutta or Simla, the Deputy Port Conservator, Madras, Port officers of the ports likely to be affected by the storm and the Chief Engineer for Irrigation, Madras, will be informed and warned by the Reporter appointed to give such warnings to his port. The warning signal should usually be hoisted immediately after the receipt of this information. The Meteorological Reporter will continue to keep the Deputy Port Conservator, Madras, and Port officers of the warned ports acquainted with the growth, progress, course and other features of the storm, which will be useful as a guide to these officers in hoisting, when necessary, the danger signal. The danger signal should be hoisted as soon as the Deputy Port Conservator, Madras, or the Port officer, considers it advisable to warn the shipping that a cyclone is approaching either the port itself or the coast in the near vicinity. By these arrangements, the Meteorological Reporters will transmit information and warnings direct to the Presidency Port Officer and Deputy Port Conservator at Madras and the Port officers of Gopalpur, Bimlipatam, Vizagapatam, Cocanada, Masulipatam, Negapatam, Tuticorin, Mangalore, Cochin and Calicut. At the remaining ports, viz., Calingapatam, Cuddalore, Porto Novo, Cannanore, Tellicherry and Beypore, where the signals will be hoisted by the Port Conservators, the Port officer under whom they are immediately placed will instruct them by urgent telegram to hoist the warning and danger signals at the same time that they hoist them at their own ports. By this arrangement information respecting bad weather and direction relating to the hoisting of storm signals will be communicated to the—

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Port Conservators of Cuddalore and Porto Novo—By the Port Officer of Negapatam.
Port Conservators of Cannanore, Tellicherry and Beypore—By the Port Officer of Calicut.

3. Copies of all telegrams despatched to the Deputy Port Conservator at Madras and to Port officers relating to the approach of cyclonic storms, will be sent at the same time to the Presidency Port Officer, Madras, in order that he may be kept fully acquainted with the weather information and instructions communicated by the Meteorological Reporters to the Port officers subordinate to him.

4. The duties of the Meteorological Reporters at Simla and Calcutta are confined solely to furnishing as definite, full, and early information as possible of the character, position, course, probable time of approach, and varying phases of cyclonic storms, to the Port officers of all ports to which the cyclone will probably cause dangerous weather and a high sea. The responsibility of hoisting and taking down the storm signals rests solely with the Port officers at coast ports, and at Madras with the Deputy Conservator of the Port. These officers will usually be guided mainly by the information received from the Meteorological Reporter, but if that information be insufficient or be delayed in transmission, or if telegraphic communication be suspended by breaks in the lines, they will then be guided by the indications of the barometer, force of the wind, state of the sea, and general aspect of the weather. The Deputy Conservator of the Port of Madras should also place himself in communication with the Meteorological Reporter to the Government of Madras or the Government Astronomer ~~in the absence of the former officer~~; both these officers should afford him full information.

5. The storm signals to be employed are of two kinds—one for day use and the second for use at night. They are as follows:—

1st—Day Signals.

No. I.—Bad weather or warning signal—A ball.
„ II.—Storm or danger signal—A drum.

2nd—Night Signals.

No. I.—Bad weather or warning signal—Three white lights arranged in a vertical line.
„ II.—Storm or danger signals—Two white lights arranged in a vertical line.

The ball or three white lights when hoisted indicates that a cyclonic storm has formed which will probably advance to that part of the coast in which the port is situated, but is still at a considerable distance from it.

The drum or two white lights when hoisted indicates that a storm is approaching the coast on which the port is situated, and will shortly cross it.

According as the storm is expected to strike the coast to the northward or southward of the port or to pass over the port itself, the storm signal will be hoisted either at the north or south arm of the yard of the Port Office flagstaff or at the gaff of the flagstaff.

The intensity of the storm will be indicated during daylight by additional balls of a size half the diameter of the ball used as a warning signal, hoisted to the same yard-arm as the warning or danger signal but between it and the flagstaff in the case of a storm to the north or south of the port, and by these balls being hoisted over the warning or danger signal when the storm is expected to pass over the port; thus, one small ball will indicate a storm of slight intensity, two small balls a storm of considerable intensity.

6. In order to facilitate and expedite the working of these arrangements, the Telegraph Department has granted the privilege of "Precedence urgency" to telegrams referring to stormy weather and the hoisting of storm signals between the Meteorological Reporter of Calcutta and the following officers and Meteorological Superintendents:—

Cocanada.	Madras.
Gopalpur.	Negapatam.
Masulipatam.	Vizagapatam.

The names of other officers will be added to this list as found necessary for the proper working of the system.

7. The Deputy Port Conservator at Madras and all Port officers noting the appearance of suspicious weather before the receipt of any telegrams from the Meteorological Reporter in connection (or co-operating) with them, should communicate the information without delay to that officer.

8. The Deputy Port Conservator at Madras and all Port officers receiving telegrams from the Meteorological Reporters during a storm should send a brief statement, after the cyclone has passed away, of the telegrams received from the Reporters and of the exact times when they were delivered by the telegraph officers, &c., in order that the Meteorological Department may exercise an effective check over this part of the working of the system and secure the necessary rapidity of telegraphic communication required for the proper working of the system.

MADRAS CYCLONE CODE.

CHAPTER I.

General Arrangements in connection with the hoisting of Storm Signals at Madras and Coast Ports.

1. The arrangements for the communication to the Presidency Port Officer, to the Deputy Port Conservator, Madras, and to the several coast Port officers, of information respecting the formation, growth and course of cyclonic storms, necessary for their guidance in hoisting the storm signals, are carried out by the Meteorological Reporters at Simla and Calcutta under the general direction of the Meteorological Reporter to the Government of India.

The Madras ports included in this storm-warning system are as follows:—

A.—Ports on the Coromandel Coast.

Gopalpur.	Madras.
Calingapatam.	Cuddalore.
Bimlipatam.	Porto Novo.
Vizagapatam.	Negapatam.
Cocanada.	Pamban.
Masulipatam.	Tuticorin.

B.—Ports on the Malabar Coast.

Cannanore.	Cochin.
Tellicherry.	Calicut.
Mangalore.	Beypore.

The Meteorological Reporter to the Government of Bengal (Calcutta) supplies the information and works the system for those ports classed as belonging to the Coromandel Coast, and the Assistant Meteorological Reporter for India (Simla) for the Malabar Coast ports as defined above. These officers also afford information respecting the first indications of bad weather in the Bay of Bengal and the Indian Ocean to the Presidency Port Officer, to the Deputy Port Conservator and to the Chief Engineer for Irrigation, Madras.

2. As soon as the existence and probable course of a cyclonic storm in the Bay of Bengal or the Indian Ocean has been ascertained by the Meteorological Reporter of Calcutta or Simla, the Deputy Port Conservator, Madras, Port officers of the ports likely to be affected by the storm and the Chief Engineer for Irrigation, Madras, will be informed and warned by the Reporter appointed to give such warnings to his port. The warning signal should usually be hoisted immediately after the receipt of this information. The Meteorological Reporter will continue to keep the Deputy Port Conservator, Madras, and Port officers of the warned ports acquainted with the growth, progress, course and other features of the storm, which will be useful as a guide to these officers in hoisting, when necessary, the danger signal. The danger signal should be hoisted as soon as the Deputy Port Conservator, Madras, or the Port officer, considers it advisable to warn the shipping that a cyclone is approaching either the port itself or the coast in the near vicinity. By these arrangements, the Meteorological Reporters will transmit information and warnings direct to the Presidency Port Officer and Deputy Port Conservator at Madras and the Port officers of Gopalpur, Bimlipatam, Vizagapatam, Cocanada, Masulipatam, Negapatam, Tuticorin, Mangalore, Cochin and Calicut. At the remaining ports, viz., Calingapatam, Cuddalore, Porto Novo, Cannanore, Tellicherry and Beypore, where the signals will be hoisted by the Port Conservators, the Port officer under whom they are immediately placed will instruct them by urgent telegram to hoist the warning and danger signals at the same time that they hoist them at their own ports. By this arrangement information respecting bad weather and direction relating to the hoisting of storm signals will be communicated to the—

Port Conservator of Calingapatam—By the Port Officer of Gopalpur.
Port Conservators of Cuddalore and Porto Novo—By the Port Officer of Negapatam.
Port Conservators of Cannanore, Tellicherry and Beypore—By the Port Officer of Calicut.

3. Copies of all telegrams despatched to the Deputy Port Conservator at Madras and to Port officers relating to the approach of cyclonic storms, will be sent at the same time to the Presidency Port Officer, Madras, in order that he may be kept fully acquainted with the weather information and instructions communicated by the Meteorological Reporters to the Port officers subordinate to him.

4. The duties of the Meteorological Reporters at Simla and Calcutta are confined solely to furnishing as definite, full, and early information as possible of the character, position, course, probable time of approach, and varying phases of cyclonic storms, to the Port officers of all ports to which the cyclone will probably cause dangerous weather and a high sea. The responsibility of hoisting and taking down the storm signals rests solely with the Port officers at coast ports, and at Madras with the Deputy Conservator of the Port. These officers will usually be guided mainly by the information received from the Meteorological Reporter, but if that information be insufficient or be delayed in transmission, or if telegraphic communication be suspended by breaks in the lines, they will then be guided by the indications of the barometer, force of the wind, state of the sea, and general aspect of the weather. The Deputy Conservator of the Port of Madras should also place himself in communication with the Meteorological Reporter to the Government of Madras or the Government Astronomer ~~in the absence of the former officer~~; both these officers should afford him full information.

5. The storm signals to be employed are of two kinds—one for day use and the second for use at night. They are as follows:—

1st—Day Signals.

No. I.—Bad weather or warning signal—A ball.
„ II.—Storm or danger signal—A drum.

2nd—Night Signals.

No. I.—Bad weather or warning signal—Three white lights arranged in a vertical line.
„ II.—Storm or danger signals—Two white lights arranged in a vertical line.

The ball or three white lights when hoisted indicates that a cyclonic storm has formed which will probably advance to that part of the coast in which the port is situated, but is still at a considerable distance from it.

The drum or two white lights when hoisted indicates that a storm is approaching the coast on which the port is situated, and will shortly cross it.

According as the storm is expected to strike the coast to the northward or southward of the port or to pass over the port itself, the storm signal will be hoisted either at the north or south arm of the yard of the Port Office flagstaff or at the gaff of the flagstaff.

The intensity of the storm will be indicated during daylight by additional balls of a size half the diameter of the ball used as a warning signal, hoisted to the same yard-arm as the warning or danger signal but between it and the flagstaff in the case of a storm to the north or south of the port, and by these balls being hoisted over the warning or danger signal when the storm is expected to pass over the port; thus, one small ball will indicate a storm of slight intensity, two small balls a storm of considerable intensity.

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Cocanada.	Madras.
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The names of other officers will be added to this list as found necessary for the proper working of the system.

7. The Deputy Port Conservator at Madras and all Port officers noting the appearance of suspicious weather before the receipt of any telegrams from the Meteorological Reporter in connection (or co-operating) with them, should communicate the information without delay to that officer.

8. The Deputy Port Conservator at Madras and all Port officers receiving telegrams from the Meteorological Reporters during a storm should send a brief statement, after the cyclone has passed away, of the telegrams received from the Reporters and of the exact times when they were delivered by the telegraph officers, &c., in order that the Meteorological Department may exercise an effective check over this part of the working of the system and secure the necessary rapidity of telegraphic communication required for the proper working of the system.

Ls 445

Marine dept

PORT OFFICE
28 FEB 95

734 Govt Astronomer 24/8/94 No 146
742 Govt of Orissa 29/8/94 No 100
783 - Public Works Dept 11/9/94 No 1020 G.
793. Chairman M. T. Rd Trustees &c
Presidency Port-Officer &c 11/9/94 No 422/346 G.
1037. Surgeon General 10/12/94 No 663.
122 - Military Dept 20/2/95 - No 978.
191. Presidency Port Officer. 28/2/95 - No 422/53 G.

191

ICE,

1895.

11.3.95.

ENT,

T ST GEORGE.

SIR,

I have the honor to forward in compliance with Marine department Endorsement cNo 386, dated 25th February 1895 (herewith returned) an amended copy of the revised Cyclone Code with the following remarks on the suggestions made by various officers.

2. (Para 2 of letter from the Inspector General of Ordnance) that Officer and the Ordnance officer, in charge Madras Arsenal, might keep in store the 6 sets of Rocket apparatus and from time to time make them over to the deputy Port Conservator, as required, as the last named officer has no storage space for so many sets.

3.

1895
Mar
Index No 1
No 191

Exd. A. Raitt.

hoisting of storm signals will be communicated to the—

Port Conservator of Calingapatam—By the Port Officer of Gopalpur.
Port Conservators of Cuddalore and Porto Novo—By the Port Officer of Negapatam.
Port Conservators of Cannanore, Tellicherry and Beypore—By the Port Officer of Calicut.

WITH REPLY.

Ls 445

Marine dept

Exd. A. Raitt.

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Port Conservator of Calingapatam—By the Port Officer of Gopalpur.
Port Conservators of Cuddalore and Porto Novo—By the Port Officer of Negapatam.
Port Conservators of Cannanore, Tellicherry and Beypore—By the Port Officer of Calicut.

No. 422/53 G

PRESIDENCY PORT OFFICE,
Madras, 28th February 1895.
Despatched 11.3.95.

Heading.

Cyclone Code

From Commander W. Powell, R.I.M.,
~~The~~ PRESIDENCY PORT OFFICER,
MADRAS,

To

THE CHIEF SECRETARY TO GOVERNMENT,
MARINE DEPARTMENT,
FORT ST GEORGE.

SIR, I have the honor to forward in compliance with Marine department Endorsement ~~No~~ No. 386, dated 25th February 1895 (herewith returned) an amended copy of the revised Cyclone Code with the following remarks on the suggestions made by various officers.

2. (Para 2 of letter from the Inspector General of Ordnance) that Officer and the Ordnance Officer, in charge Madras Arsenal, might keep in store the 6 sets of Rocket apparatus and from time to time make them over to the deputy Port Conservator, as required, as the last named officer has no storage space for so many sets.

3.

CURRENT NO. 191

March 1895 DEPARTMENT.

From

THE PRESIDENCY PORT OFFICER,

Madras,

To

THE CHIEF SECY. TO GOVERNMENT,

MARINE DEPARTMENT,

Fort St. George.

No. 422/53 G

Dated 28th } February 1895.
Received 11th }
Repd 12th

encls: 4 marines
734, 742, 783.
793, 1037 & 122

CHIEF SECRETARY'S OFFICE
11 MAR 1895
GOVERNMENT OF MADRAS

Subject.

Forwarding an amended copy of the revised Cyclone Code with remarks on the suggestions made by certain officers.

[G/74]

NOTE FOR THE CHIEF SECRETARY.

The Hon'. Mr. Bliss suggested that the words "Whenever..... flagstaff" shd. be retained, but the others have noticed the suggestion. Apparently it is decided that the Code shall issue as corrected by the P.P.O. (in C.) that orders are requested Transport Dept. Sec. 1. also whether the draft I do not see no reason to the particular par. the proposed issue or not down cyclone

29/3/95

I understand the Comt. dept. [illegible] Circ — [illegible] beach during the season specified, & find it convenient to do so because they have work pattern there. The proposed wording may therefore, I should think, stand. But the words "Whenever..... Port office flagstaff" should also be retained, to avoid

TO

The ~~Military Department~~.
11 ,, Public Works Department. 11
1 ,, Presidency Port Officer. 6
2 ,, Chairman, Harbour Trust Board. 6
3 ,, Surgeon General with ~~the~~ Government ~~Madras~~ 6
8 ,, Commissioner of Police. 6
7 ,, Inspector General of Police. 6
9 ,, Government Astronomer. 1
10 ,, Meteorological Reporter, Madras. 1
12 ,, Superintendent, Government Press 3
5 ,, Insp: Genl: of Ordnance 1
4 ,, Deputy adjt: Genl. 1

Marine Department.

[illegible] again G.O. 13th March 1894 No. 86.
,, ,, 10th August 1894 No. 315.
,, ,, 3rd December 1894 No. 464.
[illegible] also C. Nos. 734, 742, 783, 793 & 1037 of 1894.
& 122 and 191. of 1895.

[illegible] of 11th April 1895 No. 108

The Cyclone Code, as finally [illegible] by the Presidency Port Officer, [illegible] published in the Fort Saint George for guidance, in supersession of [illegible] vious editions.

[illegible] Port officer's

[G/74]

NOTE FOR THE CHIEF SECRETARY.

Please the Q. M. G's letter marked with red tape & para. 3 of the P. P. O's marked with white tape.

The revised para was drafted by the Q. M. G.

6.4.95

[illegible] know of any

CURRENT No. 191

March 1895 DEPARTMENT.

From

THE PRESIDENCY PORT OFFICER,

Madras,

To

THE CHIEF SECY. to GOVERNMENT,

MARINE DEPARTMENT,

Fort St. George.

No. 422/53 G

Dated 28 } February 1895.
Received 11 }
Repd 12
encls 4 maps
734, 742, 783.
793, 1037 Nos 122

CHIEF SECRETARY'S OFFICE
11 MAR 1895
GOVERNMENT OF MADRAS

Subject.

Forwarding an amended copy of the revised Cyclone Code with remarks on the suggestions made by certain officers.

2

Print 191 only

Note

I should cut out the words
from April 1 to June 30 -
from Sept. 15 to Jan 31 -
in C.) the Commissariat
& Transport Dept: chap. 3.
Sec. 1. Clause C.
I do not see any reason for specifying
particular dates - as we cannot bind
down cyclones to certain months.

22 Mar

Cir

I understand the Comt. dept to be willing to keep animals
& vehicles at the Madras
beach during the season
specified, but fact is find
it convenient to do so because
they have work in the town.
The proposed wording may therefore,
I should think, stand. But the
2 words "Whenever.....
Port office flagstaff" should
also be retained, & would

TO

The ~~Military Department~~.
11 ,, Public Works Department. 11
1 ,, Presidency Port Officer. 6
2 ,, Chairman, Harbour Trust Board. 6
3 ,, Surgeon General with ~~the~~ Government ~~Madras~~ 6
8 ,, Commissioner of Police. 6
7 ,, Inspector General of Police. 6
9 ,, Government Astronomer. 1
10 ,, Meteorological Reporter, Madras. 1
12 ,, Superintendent, Government Press. 3
5 ,, Inspr: Genl: of Ordnance 1
4 ,, Deputy adjt: Genl. 2
(with an addl: copy for

Marine Department.

Read again G.O. 13th March 1894 No. 86.
,, ,, 10th August 1894 No. 315.
,, ,, 3rd December 1894 No. 464.

Read also C. Nos. 734, 742, 783, 793 & 1037 of 1894.
& 122 and 191 of 1895.

48

Order of 11th April 1895 No 108

A

The Cyclone Code, as finally revised by the Presidency Port Officer, will be published in the Fort Saint George Gazette for guidance, in supersession of all previous editions.

2. The Presidency Port Officer's letter of the 28th February will be communicated to the ~~Military Department~~. officers concerned.

J.B. 16.3.95.

18 73/95.

* for bad weather at other times of year. I don't see the object of making beacons keep on the beach all through the season when cyclones are probable. It will be a great tax on the men - & the supplies for them & keeping them when the cyclone signal is hoisted.

I regret that, from want of time I am unable to enquire into the matter on which H.E. has noted & therefore unable to comment on the rest of the rules.

Despd 20/4/95.

BA 23/3/95

Signed copy sent 15/

I think the words from ap 15 to may be retained. I don't know of any cyclones recorded

as occurring in the months in the
Mar hot & August.

JS
25/3

Very well - I do not think it is very important - but seeing that the Comm. & Transport Dept. can arrange for their men & animals to remain at this post for so long, it appeared to me that they might as well stay there all the year round. The C. & T. Dept. do not seem to object to the men staying all night at this post - & I suppose they do in fact prefer it - the men being on the spot to look after the animals - and I would therefore leave in the words "during these periods". W

27 Mar

11TH APRIL 1895, NOS. 108, 108A, MARINE.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—again the following papers :—

G.O., dated 13th March 1894, No. 86, Marine.
G.O., dated 10th August 1894, No. 315, Marine.
G.O., dated 3rd December 1894, No. 464, Marine.

READ—also the following papers :—

From the Government Astronomer, dated 24th August 1894, No. 145.
From the Commissioner of Police, dated 29th August 1894, No. 100.
From the Public Works Department, dated 11th September 1894, No. 1020-D.
From the Chairman, Harbour Trust Board (through the Presidency Port Officer), dated 3rd September 1894, No. 2002.
From the Surgeon-General, dated 10th December 1894, No. 663.
From the Military Department, dated 20th February 1895, No. 978.

From Commander W. POWELL, R.I.M., Presidency Port Officer, to the Chief Secretary to Government, dated Madras, 28th February 1895, No. 422--53-G.

I have the honour to forward, in compliance with Marine Department endorsement No. 386, dated 25th February 1895 (herewith returned), an amended copy of the revised Cyclone Code with the following remarks on the suggestions made by various officers.

2. (*Paragraph 2 of letter from the Inspector-General of Ordnance*).—That officer and the Ordnance officer in charge Madras Arsenal might keep in store the six sets of rocket apparatus and from time to time make them over to the Deputy Port Conservator as required, as the last-named officer has no storage space for so many sets.

3. (*Letters from the Quartermaster-General and Commissary-General*).—The Assistant Adjutant-General has been included in the list. The repetition of the signals from the Fort flagstaff is a matter for the military authorities themselves to settle; but a clause has been inserted accordingly. It is presumed that the responsibility of hoisting the signals will rest with the military authorities. The other amendments proposed by these two officers have been made, but I have to offer the following remarks regarding the revision of paragraph 1, section 2, head C, as proposed by the Commissary-General. The question of retaining the attendants and cattle at the beach depôt for many months in the year is entirely a matter for the Commissariat department to settle to suit their own convenience; all that is required by the Marine department is that such assistance shall be kept handy when bad weather is expected irrespective of the time of the year; however, to avoid further correspondence, I have amended the clause in question as suggested, it being, of course, understood that, should storm signals be hoisted during other months of the year (which is unlikely to occur), the same arrangements will be made.

4. (*Letter from the Commissioner of Police*).—This officer's suggestions have been adopted and the necessary corrections made.

5. The amendment proposed by the Government Astronomer has also been made and the various misprints have been corrected.

6. I beg that, as the cyclone season is approaching, early orders may issue.

ORDER—dated 11th April 1895, No. 108, Marine.

The Cyclone Code, as finally revised by the Presidency Port Officer, will be published in the *Fort St. George Gazette* for guidance in supersession of all previous editions.

2. The Presidency Port Officer's letter of the 28th February will be communicated to the officers concerned.

(True Extract.)

Chief Secretary.

To the Presidency Port Officer.
" Chairman, Harbour Trust Board.
" Surgeon-General with Government.
" Deputy Adjutant-General (with an additional copy for the Quartermaster-General's Department).
" Inspector-General of Ordnance.
" Commissary-General.
" Inspector-General of Police.
" Commissioner of Police.
" Government Astronomer.
" Meteorological Reporter, Madras.
" Public Works Department.
" Superintendent, Government Press.

ENDORSEMENT—dated 11th April 1895, No. 108A, Marine.

Copy to the Government of India, Military (Marine) Department.

J. F. PRICE,
Chief Secretary.

Exd. A. Raitt.

APPENDIX.

MADRAS CYCLONE CODE.

CHAPTER I.

GENERAL ARRANGEMENTS IN CONNECTION WITH THE HOISTING OF STORM SIGNALS AT MADRAS AND COAST PORTS.

1. The arrangements for the communication to the Presidency Port Officer, to the Deputy Port Conservator, Madras, and to the several coast Port officers, of information respecting the formation, growth and course of cyclonic storms, necessary for their guidance in hoisting the storm signals, are carried out by the Meteorological Reporters at Simla and Calcutta under the general direction of the Meteorological Reporter to the Government of India.

The Madras ports included in this storm-warning system are as follows:—

A.—Ports on the Coromandel Coast.

Gopalpur.	Madras.
Calingapatam.	Cuddalore.
Bimlipatam.	Porto Novo.
Vizagapatam	Negapatam.
Cocanada.	Pamban.
Masulipatam.	Tuticorin.

B.—Ports on the Malabar Coast.

Cannanore.	Cochin.
Tellicherry.	Calicut.
Mangalore.	Beypore.

The Meteorological Reporter to the Government of Bengal (Calcutta) supplies the information and works the system for those ports classed as belonging to the Coromandel Coast, and the Assistant Meteorological Reporter for India (Simla) for the Malabar Coast ports as defined above. These officers also afford information respecting the first indications of bad weather in the Bay of Bengal and the Indian Ocean to the Presidency Port Officer, to the Deputy Port Conservator and to the Chief Engineer for Irrigation, Madras.

2. As soon as the existence and probable course of a cyclonic storm in the Bay of Bengal or the Indian Ocean has been ascertained by the Meteorological Reporter of Calcutta or Simla, the Deputy Port Conservator, Madras, Port Officers of the ports likely to be affected by the storm and the Chief Engineer for Irrigation, Madras, will be informed and warned by the Reporter appointed to give such warnings to his port. The warning signal should usually be hoisted immediately after the receipt of this information. The Meteorological Reporter will continue to keep the Deputy Port Conservator, Madras, and Port officers of the warned ports acquainted with the growth, progress, course and other features of the storm, which will be useful as a guide to these officers in hoisting, when necessary, the danger signal. The danger signal sould be hoisted as soon as the Deputy Port Conservator, Madras, or the Port officer, considers it advisable to warn the shipping that a cyclone is approaching either the port itself or the coast in the near vicinity. By these arrangements, the Meteorological Reporters will transmit information and warnings direct to the Presidency Port Officer and Deputy Port Conservator at Madras and the Port officers of Gopalpur, Bimlipatam, Vizagapatam, Cocanada, Masulipatam, Negapatam, Tuticorin, Mangalore, Cochin and Calicut. At the remaining ports, viz., Calingapatam, Cuddalore, Porto Novo, Cannanore, Tellicherry and Beypore, where the signals will be hoisted by the Port Conservators, the Port officer under whom they are immediately placed will instruct them by urgent telegram to hoist the warning and danger signals at the same time that they hoist them at their own ports. By this arrangement information respecting bad weather and direction relating to the hoisting of storm signals will be communicated to the—

Port Conservator of Calingapatam—By the Port Officer of Gopalpur.
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3. Copies of all telegrams despatched to the Deputy Port Conservator at Madras and to Port officers relating to the approach of cyclonic storms, will be sent at the same time to the Presidency Port Officer, Madras, in order that he may be kept fully acquainted with the weather information and instructions communicated by the Meteorological Reporters to the Port officers subordinate to him.

4. The duties of the Meteorological Reporters at Simla and Calcutta are confined solely to furnishing as definite, full, and early information as possible of the character, position, course, probable time of approach, and varying phases of cyclonic storms, to the Port officers of all ports to which the cyclone will probably cause dangerous weather and a high sea. The responsibility of hoisting and taking down the storm signals rests solely with the Port officers at coast ports, and at Madras with the Deputy Conservator of the Port. These officers will usually be guided mainly by the information received from the Meteorological Reporter, but if that information be insufficient or be delayed in transmission, or if telegraphic communication be suspended by breaks in the lines, they will then be guided by the indications of the barometer, force of the wind, state of the sea, and general aspect of the weather. The Deputy Conservator of the Port of Madras should also place himself in communication with the Meteorological Reporter to the Government of Madras or the Government Astronomer; both these officers should afford him full information.

5. The storm signals to be employed are of two kinds—one for day use and the second for use at night. They are as follows:—

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No. I.—Bad weather or warning signal—A ball.
„ II.—Storm or danger signal—A drum.

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The ball or three white lights when hoisted indicates that a cyclonic storm has formed which will probably advance to that part of the coast in which the port is situated, but is still at a considerable distance from it.

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According as the storm is expected to strike the coast to the northward or southward of the port or to pass over the port itself, the storm signal will be hoisted either at the north or south arm of the yard of the Port office flagstaff or at the gaff of the flagstaff.

The intensity of the storm will be indicated during daylight by additional balls of a size half the diameter of the ball used as a warning signal, hoisted to the same yard-arm as the warning or danger signal but between it and the flagstaff in the case of a storm to the north or south of the port, and by these balls being hoisted over the warning or danger signal when the storm is expected to pass over the port; thus, one small ball will indicate a storm of slight intensity, two small balls a storm of considerable intensity.

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Cocanada.	Madras.
Gopalpur.	Negapatam.
Masulipatam.	Vizagapatam.

The names of other officers will be added to this list as found necessary for the proper working of the system.

7. The Deputy Port Conservator at Madras and all Port officers noting the appearance of suspicious weather before the receipt of any telegrams from the Meteorological Reporter in connection (or co-operating) with them, should communicate the information without delay to that officer.

8. The Deputy Port Conservator at Madras and all Port officers receiving telegrams from the Meteorological Reporters during a storm should send a brief statement, after the cyclone has passed away, of the telegrams received from the reporters and of the exact times when they were delivered by the telegraph officers, &c., in order that the Meteorological department may exercise an effective check over this part of the working of the system and secure the necessary rapidity of telegraphic communication required for the proper working of the system.

CHAPTER II.

GENERAL ARRANGEMENTS TO BE MADE AT MADRAS ON THE "WARNING," "DANGER," AND "WRECK" SIGNALS BEING DISPLAYED AT THE GAFF OF THE PORT OFFICE FLAG-STAFF.

1. These signals will be repeated at the Fort Flagstaff.

2. During the period of the display of any one of these signals, all arrangements in connection with the safety of the shipping in the port will be made by the Deputy Conservator of the Port.

3. The Chairman, Harbour Trust Board, will arrange that on such occasions the services of the Port Conservancy establishment shall be at the disposal of the Deputy Conservator of the Port.

4. Whenever any one of the storm signals is hoisted or lowered, the fact is to be communicated as soon as practicable by the Deputy Conservator of the Port to the undermentioned officials, viz:—

The Chief Secretary to Government, when in Madras.
The Private Secretary to His Excellency the Governor, should His Excellency be in Madras.
The Chairman, Harbour Trust Board.
The Commissioner of Police, through the Deputy Commissioner of Police.
The Executive Engineer, St. Thomas' Mount.
The Collector of Chingleput.
The Chief Commissariat Officer and Commissariat Storekeeper-General.
The Assistant Adjutant-General, Madras District, Fort St. George.

CHAPTER III.

SPECIAL ARRANGEMENTS TO BE MADE AT MADRAS BY THE VARIOUS DEPARTMENTS.

SECTION 1.—*On the Warning Signal being hoisted at the Gaff of the Port Office Flagstaff.*

The Government Telephone Exchange will be kept open until the storm signals are hauled down.

A.—Port Department.

The port life-saving apparatus to be prepared for immediate use.

SECTION 2.—*On the Danger Signal being hoisted at the Gaff of the Port Office Flagstaff.*

A.—Port Department.

The services of the Preventive establishment will be placed by the Chairman of the Harbour Trust Board at the disposal of the Deputy Conservator of the Port.

B.—Police Department.

The Commissioner of Police will place the Police Boat establishment at the disposal of the Deputy Conservator; also two mounted orderlies and keep fifty men available at the beach for duty.

C.—Commissariat and Transport Department.

1. From 1st April to 30th June and from 15th September to 31st January a certain number of transport attendants will be detailed daily for duty in case of need, and these men will remain at the Transport depôt day and night during these periods.

2. Four trollies drawn by mules or bullocks, together with six ambulance carts or tongas with cattle, will be kept day and night at the Transport stables, North Beach, and will be supplied on the requisition of the Deputy Conservator by the officer or non-commissioned officer in charge of the station.

SECTION 3.—*Wreck Arrangements.*

When the Deputy Conservator of the Port deems that imminent danger of wreck has arisen, he will order the following signal to be made and will inform the Port Surgeon, Resident Surgeon, General Hospital, and Surgeon, 1st District:—

By Day.—A cone apex downwards.
By Night.—A red light at the mast head of the flagstaff; also a blue light burnt from the top of the Deputy Conservator's office and repeated from the lantern of the lighthouse;

3. Copies of all telegrams despatched to the Deputy Port Conservator at Madras and to Port officers relating to the approach of cyclonic storms, will be sent at the same time to the Presidency Port Officer, Madras, in order that he may be kept fully acquainted with the weather information and instructions communicated by the Meteorological Reporters to the Port officers subordinate to him.

4. The duties of the Meteorological Reporters at Simla and Calcutta are confined solely to furnishing as definite, full, and early information as possible of the character, position, course, probable time of approach, and varying phases of cyclonic storms, to the Port officers of all ports to which the cyclone will probably cause dangerous weather and a high sea. The responsibility of hoisting and taking down the storm signals rests solely with the Port officers at coast ports, and at Madras with the Deputy Conservator of the Port. These officers will usually be guided mainly by the information received from the Meteorological Reporter, but if that information be insufficient or be delayed in transmission, or if telegraphic communication be suspended by breaks in the lines, they will then be guided by the indications of the barometer, force of the wind, state of the sea, and general aspect of the weather. The Deputy Conservator of the Port of Madras should also place himself in communication with the Meteorological Reporter to the Government of Madras or the Government Astronomer; both these officers should afford him full information.

5. The storm signals to be employed are of two kinds—one for day use and the second for use at night. They are as follows:—

1st—Day Signals.

No. I.—Bad weather or warning signal—A ball.
„ II.—Storm or danger signal—A drum.

2nd—Night Signals.

No. I.—Bad weather or warning signal—Three white lights arranged in a vertical line.
„ II.—Storm or danger signal—Two white lights arranged in a vertical line.

The ball or three white lights when hoisted indicates that a cyclonic storm has formed which will probably advance to that part of the coast in which the port is situated, but is still at a considerable distance from it.

The drum or two white lights when hoisted indicates that a storm is approaching the coast on which the port is situated, and will shortly cross it.

According as the storm is expected to strike the coast to the northward or southward of the port or to pass over the port itself, the storm signal will be hoisted either at the north or south arm of the yard of the Port office flagstaff or at the gaff of the flagstaff.

The intensity of the storm will be indicated during daylight by additional balls of a size half the diameter of the ball used as a warning signal, hoisted to the same yard-arm as the warning or danger signal but between it and the flagstaff in the case of a storm to the north or south of the port, and by these balls being hoisted over the warning or danger signal when the storm is expected to pass over the port; thus, one small ball will indicate a storm of slight intensity, two small balls a storm of considerable intensity.

6 In order to facilitate and expedite the working of these arrangements, the Telegraph Department has granted the privilege of "Precedence urgency" to telegrams referring to stormy weather and the hoisting of storm signals between the Meteorological Reporter of Calcutta and the following officers and Meteorological Superintendents:—

Cocanada.	Madras.
Gopalpur.	Negapatam.
Masulipatam.	Vizagapatam.

The names of other officers will be added to this list as found necessary for the proper working of the system.

7. The Deputy Port Conservator at Madras and all Port officers noting the appearance of suspicious weather before the receipt of any telegrams from the Meteorological Reporter in connection (or co-operating) with them, should communicate the information without delay to that officer.

8. The Deputy Port Conservator at Madras and all Port officers receiving telegrams from the Meteorological Reporters during a storm should send a brief statement, after the cyclone has passed away, of the telegrams received from the reporters and of the exact times when they were delivered by the telegraph officers, &c., in order that the Meteorological department may exercise an effective check over this part of the working of the system and secure the necessary rapidity of telegraphic communication required for the proper working of the system.

CHAPTER II.

GENERAL ARRANGEMENTS TO BE MADE AT MADRAS ON THE "WARNING," "DANGER," AND "WRECK" SIGNALS BEING DISPLAYED AT THE GAFF OF THE PORT OFFICE FLAG-STAFF.

1. These signals will be repeated at the Fort Flagstaff.

2. During the period of the display of any one of these signals, all arrangements in connection with the safety of the shipping in the port will be made by the Deputy Conservator of the Port.

3. The Chairman, Harbour Trust Board, will arrange that on such occasions the services of the Port Conservancy establishment shall be at the disposal of the Deputy Conservator of the Port.

4. Whenever any one of the storm signals is hoisted or lowered, the fact is to be communicated as soon as practicable by the Deputy Conservator of the Port to the undermentioned officials, viz:—

The Chief Secretary to Government, when in Madras.
The Private Secretary to His Excellency the Governor, should His Excellency be in Madras.
The Chairman, Harbour Trust Board.
The Commissioner of Police, through the Deputy Commissioner of Police.
The Executive Engineer, St. Thomas' Mount.
The Collector of Chingleput.
The Chief Commissariat Officer and Commissariat Storekeeper-General.
The Assistant Adjutant-General, Madras District, Fort St. George.

CHAPTER III.

SPECIAL ARRANGEMENTS TO BE MADE AT MADRAS BY THE VARIOUS DEPARTMENTS.

SECTION 1.—*On the Warning Signal being hoisted at the Gaff of the Port Office Flagstaff.*

The Government Telephone Exchange will be kept open until the storm signals are hauled down.

A.—Port Department.

The port life-saving apparatus to be prepared for immediate use.

SECTION 2.—*On the Danger Signal being hoisted at the Gaff of the Port Office Flagstaff.*

A.—Port Department.

The services of the Preventive establishment will be placed by the Chairman of the Harbour Trust Board at the disposal of the Deputy Conservator of the Port.

B.—Police Department.

The Commissioner of Police will place the Police Boat establishment at the disposal of the Deputy Conservator; also two mounted orderlies and keep fifty men available at the beach for duty.

C.—Commissariat and Transport Department.

1. From 1st April to 30th June and from 15th September to 31st January a certain number of transport attendants will be detailed daily for duty in case of need, and these men will remain at the Transport depôt day and night during these periods.

2. Four trollies drawn by mules or bullocks, together with six ambulance carts or tongas with cattle, will be kept day and night at the Transport stables, North Beach, and will be supplied on the requisition of the Deputy Conservator by the officer or non-commissioned officer in charge of the station.

SECTION 3.—*Wreck Arrangements.*

When the Deputy Conservator of the Port deems that imminent danger of wreck has arisen, he will order the following signal to be made and will inform the Port Surgeon, Resident Surgeon, General Hospital, and Surgeon, 1st District:—

By Day.—A cone apex downwards.
By Night.—A red light at the mast head of the flagstaff; also a blue light burnt from the top of the Deputy Conservator's office and repeated from the lantern of the lighthouse;

and upon this each of the undermentioned Departments shall make the arrangements detailed below :—

A.—Port Department.

The port life-saving apparatus to be taken to the beach and kept in readiness for being worked under arrangements to be made by the Deputy Conservator of the Port.

When hawsers are necessarily left attached to wrecks the Deputy Conservator of the Port will inform the Police of the fact.

B.—Ordnance Department.

1. The Ordnance Officer in charge of the Arsenal will, in cases of wreck, promptly comply with emergent requisitions from the Deputy Conservator of the Port for tents for the shelter of shipwrecked people without waiting for sanction from any superior authority. Should the officer in charge be absent from the Arsenal, the same power may be exercised by the Warrant Officer in charge of Camp Equipage.

C.—Commissariat and Transport Departments.

1. On intimation being received from the Deputy Conservator of the Port of imminent danger to shipping, or on the "Wreck signal" being hoisted, two trollies drawn by mules or bullocks will immediately proceed under a Staff Serjeant to the pier and be at the disposal of the Deputy Conservator of the Port to convey rocket apparatus, &c.

2. Two other trollies, drawn by mules or bullocks each under care of a warrant or non-commissioned officer if available and each containing an assortment (which will be always held in readiness in waterproof covers or cases) of blankets, towels, flannel banians, flannel drawers, biscuits, brandy, water and drinking vessels, will be taken in the first place to the Port Office, and thence as directed by the Deputy Conservator of the Port to the scene of shipwreck, where the contents will, if required, be issued and used for the relief of shipwrecked persons under the orders of the directing Medical or Port Department officers present.

3. The Chief Commissariat Officer will despatch to the Port office one mate and 24 bearers with doolies, muncheels or dandies to be placed at the disposal of the directing Medical or Port Department officer present.

N.B.—In the event of a working party being required from the troops in garrison, application is to be made by the Deputy Conservator to the Assistant Adjutant-General, Madras District.

D.—Police Department.

1. On the Inspector of Marine Police seeing the wreck signal, or being informed by the Deputy Conservator of the Port of imminent danger of wrecks occurring, he will promptly send intelligence to the Deputy Commissioner of Police, who will immediately increase that division to such an extent as may be practicable at the time.

2. The entire Police force pending the arrival of the Commissioner will be under the Deputy Commissioner, who will consult the Deputy Conservator of the Port on the spot as to where the services of his men are likely to be emergently required, and will issue whatever detailed orders may be requisite.

3. The Police will be mainly restricted to their own proper duties, *i.e.*, the maintenance of order; protecting personal or other property washed on shore; supervising the conveyance of the shipwrecked crews and passengers to the nearest shelter, and to hospital if necessary; bringing back the hammocks, doolies and sick-carts; guarding or removing the dead, &c. They are not to be employed in hauling ropes or recovering wreckage or cargo, save in emergent circumstances when other labour is not available.

4. The Commissioner of Police will see that duties are so apportioned as to enable the men to be relieved from the reserves as frequently as circumstances may render requisite.

5. All officers and men will be in uniform.

E.—Medical Department.

1. On receipt of intimation of the wreck signal from the Deputy Conservator, the Fort Surgeon, taking with him a portion of his establishment and medicines and surgical appliances, will forthwith proceed to the beach, and, in consultation with the Deputy Conservator, will distribute them to the various scenes of wreck or apprehended wreck, as occasion may require.

2. The Resident Surgeon of the General Hospital will remain at the institution, and the Surgeon, 1st District at the Monegar Choultry, to receive and afford medical aid to all such as may be sent there from the beach for treatment.

Govt. of {1895} Madras.

MARINE.

Issued .

Recd. *Encl.*

G.O., &c., 11th April 1895,
Nos. 108, 108A.

APRIL.

Cyclone Code.

Publishing in the *Fort St. George Gazette* the — as revised by the Presidency Port Officer, and communicating to the officers concerned the Presidency Port Officer's letter of the 28th February 1895 containing remarks on the suggestions made by certain officers.

[Ref. 4]
15,000—13-2-06.

DEPARTMENT.

Paper taken out of the Records from the charge of the Referencer.

Press / ~~Miscellaneous~~ / ~~Routine~~ No. 108-8A, dated 11-4-95 190 .

Date taken out.	For what purpose.			Initials of clerk taking the paper or of attender.	Date returned.	Initials of attender.
	Department.	C. No.	Year.			
28 5/06	Mar	906/06		[illegible]	25-10-06	[illegible]
6/4/16	Pub Supdt [illegible]					

Date taken out.	For what purpose.			Initials of clerk taking the paper or of attender.	Date returned.	Initials of attender.
	Department.	C. No.	Year.			

[G. / 11]
2,500—8-8-95.

ORDINARY, MS.

Marine Department.
G.O., dated 17th Apr: 95
No. 109.

INDEXED.

When given for copying. 19/4

[Despatch Abstract.]

Endorsing Para VI, Petition rules C, on petition from S. Kandasamy, Pier Clerk, Tuticorin Port office, praying that the place of the Head Clerk in his office, may be conferred on him when it falls vacant.

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[G. / 11]
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