

871
Govt. of Madras.

PUBLIC WORKS.

Marine

Dated

Recd.

Encl.

G.O. 16/11/1895, No. 340

By clone code

Directing the publication
of the 2nd edition of the
Revised for guidance
in supersession of all
previous editions.

Also... Forwarding copy of
Directing the publication
of the 2nd edition of the
Revised for guidance
in supersession
of all previous editions.

Also. Forwarding copy of
Directing the publication
of the 2nd edition of the
Revised for guidance
in supersession of all previous
editions and requesting
that effect may be given
to the revised arrangements.

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14/10/38 II
16-12-47 II

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16/11 1895

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—the following papers:—

From Commander W. POWELL, R.I.M., Presidency Port Officer, Madras, to the Chief Secretary to Government, dated 4th October 1895, No. 422/279 G.

I have the honour to report that a few further modifications are necessary in the Madras Cyclone Code.

2. There being a Port Officer now at Tellicherry having control over Cannanore, that officer should receive telegrams from the Meteorological Reporter and instruct the Conservator at Cannanore as regards the hoisting of signals at the latter port.

3. Chapter II might be slightly amended so as to make it clear beyond all doubt that the arrangements therein mentioned are to be made only when a storm is expected to pass over the port itself.

4. I enclose three copies of the Code showing in red ink the alterations proposed.

From J. ELIOT, Esq., Meteorological Reporter to the Government of India, to the Secretary to the Government of Madras, Marine Department, dated Simla, the 7th November 1895, No. 775 S.

I have the honour, in reply to your No. 301 (Marine Department) of the 11th October 1895, to state that the alterations in the Madras Cyclone Code suggested by the Presidency Port Officer appear to me to be desirable, and I fully approve of them and shall be ready to give them effect as soon as I receive instructions to that effect from you.

ORDER—No. 340, Marine, dated 16th November 1895.

The alterations in the Cyclone Code proposed by the Presidency Port Officer are approved and will be adopted. The Code, as thus revised, will be published in the *Fort St. George Gazette* for guidance in supersession of all previous editions.

[Here enter Nos. 341, 342, Marine, dated 16th November 1895.]

(True Extract.)

(Signed) J. PENNYCUICK, Colonel, R.E.,
Secretary to Government.

To the Presidency Port Officer.

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

No. 340, MARINE, 16TH NOVEMBER 1895.

ENDORSEMENT—No. 341, Marine, dated 16th November 1895.

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

(By order.)

(Signed) J. PENNYCUICK, Colonel, R.E.,
Secretary to Government.

ENDORSEMENT—No. 342, Marine, dated 16th November 1895.

Copy forwarded to the Meteorological Reporter to the Government of India with
a request that effect may be given to the revised arrangements.

(By order.)

(Signed) J. PENNYCUICK, Colonel, R.E.,
Secretary to Government.

Govt. of {1895} Madras.
MARINE.

Dated November, 16th.

Recd.

Encl.

G.O. Nos. 340, 341, 342, 16th
November 1895.

NOVEMBER.

Cyclone Code

Forwarding copy of Proceedings direct-
ing the publication in the Fort St. George
Gazette of the revised — for guidance in
supersession of all previous editions and re-
questing that effect may be given to the
revised arrangements.

NOTIFICATION.

Fort St. George, April 11, 1895.

No. 25.—The following is published for information and guidance in supersession of all
previous Cyclone Codes :—

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 inform-
ation 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; 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.
 Gopalpur.
 Masulipatam.

Madras.
 Negapatam.
 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 FLAGSTAFF.

1. These signals will be repeated at the Port 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 dépôt 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 Sergeant 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, munchedies 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 Port 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.

J. F. PRICE,
Chief Secretary.

NOTIFICATION.

Fort St. George, April 11, 1895.

No. 25.—The following is published for information and guidance in supersession of all previous Cyclone Codes:—

MADRAS CYCLONE CODE.

CHAPTER I.

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Cannanore.	Cochin.
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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; both these officers should afford him full information.

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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.
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Madras.
 Negapatam.
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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.

CHAPTER II.

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1. These signals will be repeated at the Port 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 dépôt 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.

No. 422
279 g.

Heading.

Madras Cyclone
Code-

PRESIDENCY PORT OFFICE,

Madras, 4th October 1895.

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 Sergeant 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, munchells 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 Port 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.

J. F. PRICE,
Chief Secretary.

From

Commander
P.

W. Powell, R.S.M.,

RESIDENCY PORT OFFICER,

Madras,

To

THE CHIEF SECRETARY

Y TO GOVERNMENT,

MARINE DEPARTMENT,

Fort Saint George.

SIR,

honor to report that a few
I have the stions are necessary in the
further modification Code.
Madras Cyclone a Port Officer now at Tellicherry
2. There being a Cannanore, that Officer
having control over telegrams from the Meteor-
ological Reports and instruct the Conserv-
vator at Cannanore as regards the hoisting
of signals at the latter port.
3. Chapter II might be slightly amended
so as to make it clear beyond all doubt that
the arrangements therein mentioned are to be
made only when a storm is expected to pass
over the port itself.
4. Enclose 3 copies of the Code shewing in red
ink

Packet Post-

CHIEF SECRETARY
-5 OCT. 1895
GOVERNMENT OF MADRAS

189

the alterations proposed.

I have the honor to be,

Your Most Obedient Servant,

Walter

Beville

Commander R. I. M.

President of the Port Officer.

2

CURRENT No. 793

Marine (1895) DEPARTMENT.

From

THE PRESIDENCY PORT OFFICER,
Madras,

To

THE CHIEF SECY. TO GOVERNMENT,
MARINE DEPARTMENT,
Fort St. George.

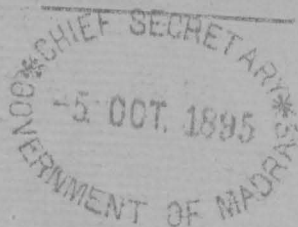
No. 422
279 G

Dated

Received

4th October 1895.

Encl 1 and two cc of the same
No.



Subject.

Suggesting a few further
modifications in the
Madras Cyclone Code-

No. 775/s

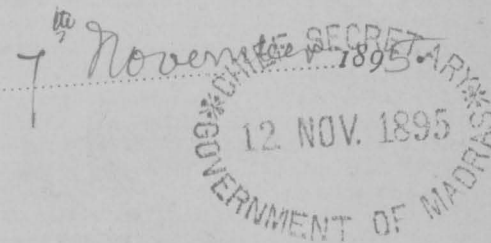
FROM

THE METEOROLOGICAL REPORTER
TO THE GOVERNMENT OF INDIA,

TO

THE Chief Secretary to the
Government of
Madras.

Dated Simla, the



SIR,

I have the honor in reply to
your No. 301 (Marine Department) of
the 11th October 1895 to state that the
alterations in the Madras Cyclone
Code suggested by the Presidency
Port Officer appear to me to be desirable,
and I fully approve of them and
shall be ready to give them effect
as soon as I receive instructions
to that effect from you.

I have the honor to be,
Sir,
Your most obed^t serv^t

John H. ...
Meteorological Reporter
to Government of India

Marine current No. 891.

Recd: 13.11.95

No. 108 of 11-4-95 ✓
- 157 - 1-6-95 ✓
- 176 - 17-6-95 ✓
- 301 - 11-10-95 ✓

No 391 Mar 20-12-95

Marine PUBLIC WORKS DEPARTMENT.

No 340 Mar 8/16 Nov 1895

PROCEEDINGS OF THE MADRAS GOVERNMENT.

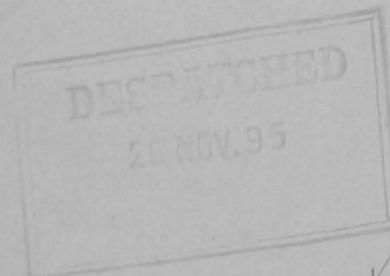
Read the following

From the Presidency Port Officer, Madras, No. 422/279 G.d/4th October '95

From the Meteorological Reporter to the Govt. of India, No. 775/S. dated
7th November 1895.

The alterations in the Cyclone Code proposed by the Presidency Port Officer are approved and will be adopted. The Code as thus revised will be published in the Fort St. George Gazette for guidance in supersession of all previous editions.

W
15 Nov

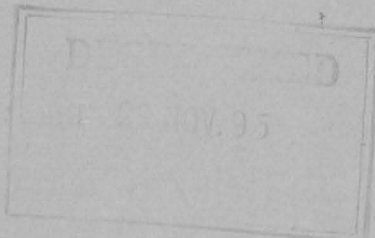


- The Presidency Port Officer.
,, Chairman, Harbour Trust Board.
,, Surgeon-General with Government.
,, Dy. Adjutant General (with an additional copy for the Quarter-Master-General's Department.)
,, Inspector-General of Ordnance.
,, Commissioner of Police.
,, Commissary-General.
,, Inspector-General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

Copy

No 341 Mar of 16 Nov: 1895

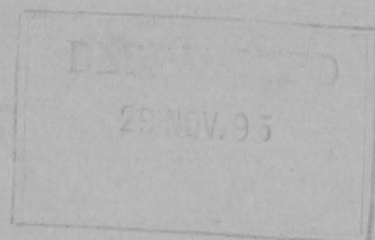
Copy forwarded to the Government
of India, Military (Marine) Depart-
ment.



50
The Cyclone Code - revised

No 342 Marine of 16 Nov 1895

Copy forwarded to the Meteoro-
logical Reporter to the Government
of India with a request that effect
may be given to the revised arrange-
ments.



60
No 340-2 Mar of 16 Nov 1895

coms
14/11/95

11
H.S. 14/11/95