

2-10-05 ✓

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27-11-39 III ✓

16-9-48 VI ✓

8-4-52 #6 ✓

Marine (1897) Department.

G.O., No. 635 mar

DATED 16 July 1897

[Despatch Abstract.]

"Instructions to Commanders of Vessels, Port of Madras": Directing that two copies of the reprint —, be forwarded to the Secy. Secy.

22-9-97

23/7/97

[100-15-10-10]

G.O.	No.	Department	Date.	G.O.	No.	Department.	Date.

CURRENT No. 939

R No. 836.

Dated 29-6-57

Received

Registered 2-258

Enclosures one

Spare copies —

SUBJECT

SUBJECT.
Requesting to forward
to the India office 2 copies
of the reprint of "Instructions
to Commanders of Vessels,
Port of Madras".

to for Despatches one copy should
packed in a wrapper & addressed to
Rt. Hon. the Secy. of State for India &
other copy similarly packed & addressed
to Librarian, British Museum. Both
also should be tied into one & addressed
Rt. Hon. the Secy. of State for India,
a Office, London. The
may be sent by
post, but should be
included in the list of packets
used. R. Hon. Secy. of State.

D A N T Z D A D E R S

FURTHER PAPERS.

NOTICE.

Particular attention is drawn to additional rule under XI, clause M of the Port Rules of Madras Harbour which forbids the sounding of the steam whistle, &c., except for the purposes specified in Articles 12 and 19 of the Board of Trade Regulations respecting lights and fog signals and steering and sailing rules.

PORT OFFICE,

Madras, 10th June 1896.

W. AVES, COMMANDER, R.I.M.,

Ag. Dy. Conservator of the Port.

Crossman
for Chief Secretary.

To the Marine Department (with book).

NOTICE.

INSTRUCTIONS
TO
COMMANDERS OF VESSELS.

PORT OF MADRAS.

NOTE.—The attention of the Commander is drawn to clause (c) at page 5 of these instructions.

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NOTE.—In the following Instructions the clauses, sections, &c., quoted from Act XII of 1875 should be read with the corresponding clauses, sections, &c., in Act X of 1889.]

INSTRUCTIONS TO COMMANDERS.

PORT LIMITS.

The following have been declared under section 4 of the Indian Ports Act, No. X of 1889, to be the limits of the Port of Madras:—

To the North.—A line running due east from the pillar which marks the extreme north-western limit of the said port to (10) ten fathoms water;

To the South.—A line running due east from the pillar which marks the extreme south-western limit of the said port to (10) ten fathoms water;

To the East.—A line running from north to south and connecting the easternmost points of the two before-mentioned lines, defining the northern and southern limits of the said port; and

To the West.—So much of the sea-shore between the northern and southern limits of the said port as is within (50) fifty yards of the high water-mark, spring tides, and within the limits of the artificial harbour the space from the water's edge to the junction with the municipal road, the line of which will be marked by boundary stones.

NOTE.—All vessels anchoring inside of ten fathoms water will be consequently within port limits and liable to port-dues.

For the purposes of the Madras Harbour Trust Act II of 1886, the limits of the port are as above, except in regard to the western limit, which is as follows:—

To the West.—Within the limits of the artificial harbour a line marked by boundary pillars running from north to south and connecting the shore ends of the harbour groynes abutting on the municipal road, and without the limits of the artificial harbour a line running parallel to the water's edge between the northern and southern limits at 50 yards above high water-mark, spring tides; provided that, between a line running due east from the military boundary pillar near Messrs. Parry and Co.'s office on the north and the mouth of the Cooum river on the south, the western limit shall be the water's edge itself.

PORT DUES.

[Sections 33 and 34 of the Indian Ports Act X of 1889. Notification in *Fort St. George Gazette*, 18th June 1889.]

NOTIFICATION A.

From and after the 1st September 1889, the rate of Port Dues to be levied on vessels entering the Port of Madras shall be that laid down in the third column of the schedule hereto annexed:—

Name of port.	Vessels chargeable (sea-going vessels of 15 tons and upwards).	Rates of port dues per ton.	Due how often chargeable in respect of the same vessel.
1	2	3	4
Madras	FOREIGN VESSELS.		
	(a) Vessels engaged in trade with the Straits Settlements or Ceylon—		The payment of the due at the port will exempt the ship or steamer for a period of 60 days from liability to pay the due again.
	(i) Ships ...	2 annas ...	
	(ii) Steamers ...	3 " ...	
	(b) Other vessels—		The due is payable on each entry into the port.
	(i) Ships ...	2 annas ...	
	(ii) Steamers ...	2½ " ...	
	COASTING VESSELS.		
	(c) Ships ...	1½ annas ...	The payment of the due at the port will exempt the ship for a period of 60 days from liability to pay the due again.
	(d) Steamers ...	1½ " ...	
The due is payable once in 30 days.			

Explanation.—In this part of the schedule—

- (a) "ship" means a sailing vessel, and "steamer" a steam vessel;
 (b) "coasting ship" or "coasting steamer" means respectively a ship or steamer which at any port discharges cargo exclusively from, or takes in cargo exclusively for, any port in the island of Ceylon or in any part of India between the westernmost part of Sind and the south-easternmost part of Burma; and "coasting steamer" includes a coasting steam vessel having a general pass under section 164 of the Sea Customs Act, 1878;
 (c) "foreign ship" or "foreign steamer" means respectively a ship or steamer not being a coasting ship or coasting steamer.

NOTIFICATION B.

In exercise of the powers conferred by section 46 of the Indian Ports Act (X of 1889), His Excellency the Governor in Council is pleased to direct that the rates of port dues chargeable on any vessel entering a port in ballast and not carrying passengers shall be three-fourths of the rate laid down in Notification A above.

NOTIFICATION C.

In exercise of the powers conferred by section 47 of the Indian Ports Act (X of 1889), His Excellency the Governor in Council is pleased to direct that when a vessel enters a port, but does not discharge or take in any cargo or passengers therein (with the exception of such unshipment and re-shipment as may be necessary for purposes of repair), she shall be charged with a port due at half the rate specified in Notification A above.

(HARBOUR TRUST BOARD APPOINTED CONSERVATOR OF THE PORT, &c.)

In exercise of the powers conferred on him by sections 8 and 47 of the Indian Ports Act (XII of 1875), His Excellency the Governor in Council is pleased to appoint the Madras Harbour Trust Board to be Conservators of the Port of Madras under section 8 for the purposes of the said Act, and to keep the accounts of the Port Fund of the port aforesaid under section 47. And this order shall have effect from and after the 1st July 1888.

(PORT AND MARINE SURGEON APPOINTED HEALTH OFFICER.)

Fort St. George, January 8, 1884.

NOTIFICATION.

No. 1.—Under section 18-A of the Indian Ports Act, the Governor in Council has appointed the Port and Marine Surgeon, Madras, to be the Health Officer at that port, to exercise the powers conferred on him by the said section.

PILOTAGE FEES.

[Section 35, Act X of 1889.]

In accordance with Government Notification, No. 28, dated 13th May 1890, vessels entering the artificial harbour shall be liable to the payment of Harbour Masters' fees as per undermentioned scale:—

				Rs.
On vessels up to	100 tons register	...	...	4
Do. from	100 to 150 tons register	...	...	7
Do. from	150 to 200 do.	...	...	10
Do. from	200 to 300 do.	...	...	14
Do. from	300 to 400 do.	...	...	17
Do. from	400 to 600 do.	...	...	20
Do. from	600 to 1,000 do.	...	...	24
Do. from	1,000 to 1,500 do.	...	...	27
Do. from	1,500 tons and upwards	...	...	34

Pending the completion of the said harbour, the rates specified above will include both inward and outward pilotage.

REMISSION OF SECOND PILOTAGE FEES.

Vessels re-entering the artificial harbour after discharging timber are exempted from pilotage fees.

OVERTIME FEES TO HARBOUR MASTERS.

[Sanctioned in Notification, No. 12, dated 2nd May 1883.]

"On sundays and close holidays the Harbour Master and Assistant Harbour Master shall be entitled to a fee, by way of personal allowance, of (10) ten rupees for each vessel moved in or out of the harbour, and a similar fee for each vessel conducted in or out on week-days between the hours of 6 P.M. and 6 A.M."

HOISTING SHIP'S NUMBER.

[Sections 51 to 53 of the Indian Ports Act X of 1889.]

"51. (1) The master of every inward or outward bound vessel, on arriving within signal distance of any signal-station established within the limits of the river Hughli, or within the limits of any part of a river or channel subject to this Act, shall, on the requisition of the pilot in charge of the vessel, signify the name of the vessel by hoisting the number by which she is known, or by adopting such other means to this end as may be practicable and usual, and shall keep the signal flying until it is answered from the signal-station.

"(2) If the master of a vessel arriving as aforesaid offends against sub-section (1), he shall be punished for every such offence with a fine which may extend to one thousand rupees.

"52. (1) Every pilot in charge of a vessel shall require the number of the vessel of which he is in charge to be duly signalled as provided by the last foregoing section.

"(2) When on such requisition from the pilot to that effect, the master of a vessel refuses to hoist the number of a vessel, or to adopt such other means of making her name known as may be practicable and usual, the pilot may, on arrival at the first place of safe anchorage, anchor the vessel and refuse to proceed on his course until the requisition has been complied with.

"53. Any pilot in charge of a vessel who disobeys, or abets, within the meaning of the Indian Penal Code, disobedience to, any of the provisions of this chapter, shall be liable to a penalty not exceeding five hundred rupees, for each instance of such disobedience or abetment, and, in addition, shall be liable to dismissal from his appointment."

TIME SIGNALS.

(a) The semaphore on the Port Officer's flagstaff is dropped at 1 o'clock P.M., corresponding to 19 hours 39 minutes 00.6 second. Greenwich mean time. A gun is fired at noon and 8 P.M. (Madras mean time).

(b) When the semaphore fails to drop or is not dropped correctly signal C.V.N.J. of the Commercial Code will be hoisted immediately and kept flying for

half an hour in which case the semaphore will be dropped again at 2 P.M., corresponding to 20 hours 39 minutes 00.6 second. Greenwich mean time.

ADMISSION TO GENERAL HOSPITAL.

SICK SEAMEN.

Sick seamen and others are admitted into the General Hospital at Madras for treatment under an order from the Deputy Conservator of the Port.

MATTERS RELATING TO HARBOUR MASTERS.

GRATIFICATIONS TO HARBOUR MASTERS.

Harbour Masters are forbidden to receive any gratification from masters of vessels or others with whom they are brought in contact while in the execution of their duty; any gratuity given to a pilot will, if brought to notice, lead to his instant dismissal.

APPLICATIONS FOR SERVICES OF A HARBOUR MASTER.

(a) Applications for the service of a Harbour Master should be sent to the Deputy Conservator's office between the hours of 10 o'clock A.M., and 5 o'clock P.M., and the words "Application for a Harbour Master" should be written on the cover.

(b) The application for a Harbour Master from a vessel intending to proceed to sea on a Sunday or on any of the closed holidays authorized by Government, should be sent to the Deputy Conservator's office the day previous.

(c) A vessel requiring a Harbour Master after dark should burn a blue light.

DELAY IN SENDING HARBOUR MASTER.

In the event of any delay having occurred in a Harbour Master being supplied to a vessel, an inquiry into the circumstances will be instituted on a report respecting the same being made to the Deputy Conservator of the Port.

APPROACHING THE HARBOUR ENTRANCE.

The entrance of the artificial harbour is not to be approached by vessels nearer than 10 fathoms of water by night and 9½ fathoms by day, till the arrival of a pilot.

FOR REGULATING THE ENTRY AND DEPARTURE OF VESSELS.

The following signals will be made after the Harbour Master has boarded:—

Vessels about to leave the Harbour shall hoist Flag N of the Commercial Code at the Fore.

Vessels about to enter the Harbour shall hoist Flag F of the Commercial Code at the Fore.

When a Harbour Master on board a vessel outside the Harbour intending to enter sees the N of the Universal Code at the mast head of a vessel inside, he must wait outside until the vessel flying the N has left the Harbour, if the N is lowered to half mast he may then enter.

PARTICULAR BERTHS—OUTSIDE THE HARBOUR.

FOR DISCHARGING HORSES.

Vessels with a consignment of horses on board *intending to discharge them outside the harbour* shall anchor in not less than 7 fathoms of water with the Madras Light-house bearing west, or west by south. No vessel shall anchor to the southward of the former bearing.

FOR TAKING IN OR DISCHARGING TIMBER.

A vessel while discharging timber shall take up such berth as will enable her to do so on the beach set apart for the purpose between Casimodoo and the new boundary pillar and not elsewhere within the Port of Madras without the special permission of the Harbour Board.

Vessels taking in or discharging any other particular kind of cargo not herein-before mentioned shall take up such berths as may be assigned to them by the Deputy Conservator.

FOR KEEPING THE HARBOUR ENTRANCE CLEAR.

Vessels remaining outside the harbour within the limits of the port are required to take up such a position that, whichever way they may swing, they will be quite clear of the entrance of the harbour.

FOR SAILING VESSELS OTHER THAN DHONIES.

Sailing vessels other than dhonies shall, in taking up a berth between the 1st January and the 14th April and between the 16th June and the 30th September within the limits of the port, anchor in not less than 8 fathoms of water.

From the 15th of April to the 15th of June and from the 1st of October to the 31st of December, no vessel which is not propelled by steam shall anchor in less than 9 fathoms of water.

STRIKING YARDS AND MASTS.

From the 15th of April to the 15th of June and from the 1st of October to the 31st of December, sailing vessels anchored within the limits of the port shall keep their top-gallantmasts struck.

ANCHORING AND MOORING.

In the event of a vessel parting her riding cable, it is necessary for vessels inside the harbour to have a third anchor ready for letting go without delay, and to have all arrangements made for meeting such an emergency with readiness and despatch, as the consequences attending the parting of the riding chain may be most disastrous.

STERN FASTS.

When a vessel is placed in moorings with a stern-fast, the commander of such vessel shall be prepared to slack away, without waiting for orders to do so, such stern-fast, *in time*, so as to allow the vessel to ride with her head to the wind whenever the strength of the wind is such as to render the same necessary, and he shall also cause a careful watch to be kept on the stern-fast at all times and especially at night. In slacking away the stern-fast, care must be taken to avoid colliding with any other vessel using a stern-fast.

DISCHARGING ASHES, &c.

Ashes, clinkers and sweepings shall not be thrown overboard from vessels while in the harbour.

FIRES AND LIGHTS.

All spirits, oil, paints and spirits of turpentine or other inflammable substances on board vessels within the port shall be stored in a place of security.

DISCHARGING OR TAKING IN GUNPOWDER OR OTHER EXPLOSIVES.

Ammunition and manufactured fire-works may be freely landed and shipped inside the Harbour. Gunpowder may remain on board a ship in the harbour if secured in a properly constructed magazine approved by Deputy Conservator or by an officer deputed by him, and may be landed and shipped under *special* sanction.

All other explosives are excluded from the harbour entirely.

In loading or discharging gunpowder, ammunition or other explosives in excess of 100 lb. in weight, the master or other person in charge of the vessel shall be responsible that tanned hides or wadmiltits are laid over all portions of the vessel over which the barrels or cases pass, and also over all projections and on the platform in the hold: that a cushion (stuffed with white oakum) covered with leather is used for landing all barrels or cases upon, whether in the hold or on the deck: that the barrels or cases are carefully handled and stowed, and are on no account rolled over each other unless tanned hides are laid down for the purpose of protection: and after the gunpowder, ammunition or other explosives are stowed, the magazine

and hatches leading thereto are properly secured and locked, and the key remains in his possession, and after the operation of discharging is completed, that the hides, hair cloths, &c., are removed and the hold or magazine is carefully cleaned out.

For the purposes of these rules, explosives shall be classified as follows, namely:—

Class 1, Gunpowder.
 „ 2, Nitrate-mixture.
 „ 3, Nitro-compound.
 „ 4, Chlorate-mixture.

Class 5, Fulminate.
 „ 6, Ammunition.
 „ 7, Fireworks.

When employed in shipping or discharging the explosives above mentioned, no person shall wear boots or shoes with iron or steel nails, heels or tips.

As a general rule in landing and depositing or taking on board such excess quantity, *no combustible stores shall be conveyed in the same hoy with powder and ammunition.* In special cases, however, where combustible stores of an exceptionally safe description are forwarded with proper precaution as to their stowage and security, this restriction may be omitted.

Smoking and carrying lucifer matches on board lighters or boats conveying such gunpowder are strictly prohibited, and no fire will be allowed on board on any pretence whatever.

No fire is to be permitted in the barges, lighters or boats having on board or receiving such gunpowder or explosives.

Vessels, barges and boats having or taking on board such explosives are to be kept scrupulously clean and free from loose gunpowder.

No percussion caps, fuzes or other priming, by which gunpowder or other explosives may be exploded, shall be carried in a boat having such gunpowder or other explosives on board.

DISCHARGING OF GUNS IN PORT.

[Section 27 of the Indian Ports Act X of 1889.]

Whoever, without lawful excuse, discharges any “fire-arm” in any port subject to this Act, or on or from any landing place, pier, wharf, or quay, thereof, except a gun loaded only with gunpowder for the purpose of making a signal of distress, or for such other purpose, as may be allowed by the local Government, shall, for every such offence, be punished with fine which may extend to fifty rupees.

REPORT OF CASUALTIES TO SHIPPING.

[To be made in writing to the Conservator through the Deputy Conservator by the Master.]

Extract from Act V of 1883 (the Indian Merchant Shipping Act, 1883).
 “Whenever any Magistrate, or any officer appointed by the local Government in this behalf, receives credible information that—

- (a) any ship has been lost, abandoned, stranded or materially damaged on or near the coasts of British India; or
- (b) by reason of any casualty happening to, or on board of, any ship, on or near those coasts, loss of life has ensued; or
- (c) any ship has caused loss or material damage to any other ship on or near those coasts; or
- (d) any such loss, abandonment, stranding, damage or casualty has happened elsewhere to, or on board of, any British ship, and any competent witnesses thereof have arrived or are to be found at any place in British India; or
- (e) any British ship is supposed to have been lost, and any evidence can be obtained in British India as to the circumstances under which she proceeded to sea or was last heard of;

he shall forthwith report in writing the information to the local Government.

“In the cases mentioned in clauses (a), (b) and (c) the master, pilot, harbour master, or other person in charge of the ship, or (where two ships are concerned), in charge of each ship, at the time of the loss, abandonment, stranding, damage, or casualty, and

in cases under clause (d), where the master of the ship concerned, or (except in the case of a loss) where the ship concerned, proceeds to any place in British India from the place where the loss, abandonment, stranding, damage or casualty has occurred, the master of the ship

shall, on arriving in British India, give immediate notice of the loss, abandonment, stranding, damage or casualty to the nearest Magistrate, or, when he arrives at a port in British India, to the officer appointed as aforesaid at that port.

“Any person bound to give notice under this section and wilfully failing to give the same shall be punished with fine which may extend to five hundred rupees, and, in default of payment, to simple imprisonment for a term which may extend to three months.”

EXTINGUISHMENT OF FIRES.

[Section 28 of the Indian Ports Act X of 1889.]

If the Master of any vessel in which fire takes place while lying in any such port, wilfully omits to take order to extinguish fire, or obstructs the Conservator or the Port Officer, or any person acting under the authority of the Conservator or Port Officer, in extinguishing or attempting to extinguish the fire, he shall be punished with imprisonment which may extend to six months, or with fine which may extend to one thousand rupees, or with both.

VESSEL TO BE PROVIDED WITH FORCE-PUMP.

[Section 32 of the Indian Ports Act X of 1889.]

“(1) Every vessel exceeding the burden of two hundred tons and lying in any port to which this section has been specially extended shall be provided with a

proper force-pump and hose and appurtenances, for the purpose of extinguishing any fire which may occur on board."

"(2) The Master of every such vessel who, having been required by the Conservator to comply with the provisions of sub-section (1), neglects or refuses, without lawful excuse, so to do for the space of seven days after such requisition, shall be punished with fine which may extend to five hundred rupees."

SEARCHING FOR LOST STORES.

[Section 29 of the Indian Ports Act X of 1889.]

"(1) No person, without the permission of the Conservator, shall, in any port subject to this Act, creep or sweep for anchors, cables or other stores lost or supposed to be lost therein."

"(2) If any person offends against the provisions of sub-section (1), he shall be punished with fine which may extend to one hundred rupees."

REMOVING STONES, &c.

[Section 30 of the Indian Ports Act X of 1889.]

"(1) No person, without the permission of the Conservator, shall, in any port subject to this Act remove or carry away any rock, stones, shingle, gravel, or soil, or any artificial protection from any part of the bank or shore of the port; and no person shall sink or bury in any part of such bank or shore, whether the same be public or private property, any mooring-post, anchor or any other thing, or do any other thing which is likely to injure, or to be used so as to injure, such bank or shore, except with the permission of the said Conservator, and with the aid or under the inspection of such person, if any, as he may appoint to take part in, or overlook the performance of, such work."

"(2) If any person offends against sub-section (1), he shall, for every such offence be punished with fine which may extend to one hundred rupees, and shall pay the expenses of repairing the injury (if any) done by him to such bank or shore."

REGULATIONS RESPECTING LIGHTS.

All vessels of whatever rig of denomination, when under weigh or at anchor, shall at night exhibit the lights ordered under the order of Her Majesty in Council, dated August 11th, 1884, and, when moored in the harbour, shall further exhibit "where it can best be seen, but at a height not exceeding 20 feet above the hull, a bright white light, in a globular lantern not less than 8 inches in diameter, and so constructed as to show a clear, uniform and unbroken light, visible all round the horizon at a distance of at least one mile."

BAD WEATHER ARRANGEMENTS.

During the prevalence of suspicious or threatening weather, the Commander of every vessel within the limits of the port is required to attend to the following directions:—

- (a) Not to be absent from his vessel between sunset and sunrise.
- (b) To keep his vessel prepared in every respect to proceed to sea at short notice.

(c) To leave the harbour without waiting for instructions to do so, should he deem such a course prudent.

(d) On the hoisting of the Danger Signal, to take such other measures for securing the safety of his vessel as he may consider requisite, as no further instructions on that point will be furnished by the Port authorities. Should his vessel be inside the harbour, he is to proceed outside at once on this signal being hoisted without waiting for the special signal to do so.

(e) In the event of wreck occurring, should it be observed that the rocket apparatus is not at once forthcoming, a line should be *immediately* sent on shore from the vessel by some kind of buoy, or other handy means, to which the tail block and double line will be attached by those on shore or signals made, if possible, as to what other steps must be carried out.

INATTENTION TO DIRECTIONS OF THE CONSERVATOR.

[Clause (2), section 8 of the Indian Ports Act X of 1889.]

"If any person wilfully and without lawful excuse refuses or neglects to obey any lawful direction of the Conservator after notice thereof has been given to him, he shall, for every such offence, be punished with fine which may extend to one hundred rupees, and with further fines which may extend to one hundred rupees for every day on which, after such notice as aforesaid, he wilfully and without lawful excuse continues to disobey the direction."

SCHEDULE OF BOAT HIRE RATES.

APPENDIX I.

CARGO BOATS.

The maximum rates of boat and catamaran hire, and the amount of goods and number of passengers which constitute a boat-load, as sanctioned by Government under Act X of 1889 are specified in the annexed Schedules A and B.

NOTE.—In this connection attention is drawn to paragraph 17 of the Boat Rules passed by the Madras Government under provisions of section 6, clause (K) of Act X of 1889, which runs as follows:—

"No registered boat shall ply in fine weather if loaded with passengers or cargo beyond the number or quantity specified in the license granted in respect of such boat, or in rough weather with a greater number or quantity than that authorized for the occasion by the Registering officer; all persons shall, on being required as to do by the tindal or owner of a registered boat, leave the boat, or, as the case may be, remove therefrom such quantity of cargo which such person shall have placed or shall have caused to be placed, in such boat as the tindal or owner shall require him to remove if the number of passengers or quantity of cargo than in such boat shall exceed the number or quantity, as the case may be, allowed by this rule."

Large pier boats shall not carry more than the ascertained quantity of goods according to their size and measurement as expressed in the licenses granted under Act X of 1889.

Passengers may be carried in the pier boats only in cases of emergency and then in such numbers as the Deputy Conservator may decide.

No boats shall remain alongside a ship after 6 P.M. if ordered to return by the Deputy Conservator, and commanders of vessels are prohibited from forcibly detaining boats after that hour.

Boatmen and catamaranmen shall not be compelled nor permitted either to work on board any vessel within the port or to receive more passengers or cargo than is laid down as a boat-load in the accompanying schedule.

Any irregular practices among the crew of boats or catamarans shall be brought to the notice of the Deputy Conservator.

Communication with the shore through the surf in a ship's boat is prohibited.

Under the provisions of Boat Rules sanctioned by the Madras Government on the 16th November 1891, the number of passengers and the quantities of goods which shall constitute a boat-load within the meaning of section 6, clause (K) of Act X of 1889, are declared to be as follows:—

SCHEDULE A.

MAXIMUM MASULA BOAT-LOAD.

INSIDE THE HARBOUR.

Dead weight, 3 tons, not damagable by water.
Rice, sugar, grain and ginger, 30 bags.
General cargo, 2 tons, by measurement of 50 cubic feet per ton.*

OUTSIDE THE HARBOUR.

Dead weight, 2 tons, not damagable by water.
Rice, sugar, grain and ginger, 25 bags.
General cargo, 2 tons, by measurement of 50 cubic feet per ton.

NUMBER OF ADULT PASSENGERS COMPRISING A MASULA BOAT-LOAD.

Europeans	..	..	..	..	..	..	..	12 persons.
Natives	..	..	..	..	..	..	..	15 do.

N.B.—Two children to be considered equal to one adult.

NUMBER OF ADULT PASSENGERS COMPRISING A JOLLY BOAT-LOAD.

Europeans	..	..	..	..	..	..	..	5 persons.
Natives	..	..	..	..	..	..	..	8 do.

Goods.—Large pier boats shall carry the ascertained practicable quantity of goods according to their size and measurement, as expressed in the licenses granted under Act X of 1889.

Passengers.—Passengers are not to be carried in the pier boats excepting in cases of emergency, and then only in the proportion of one adult to a ton.

Under the provisions of Boat Rules, the following maximum rates have been prescribed for the hire of boats and catamarans employed in the Madras Port:—

N.B.—During foul weather or rough surf 25% less to be carried in the case of general cargo: during fine weather and smooth sea an addition of 50% may be carried with permission from the Deputy Port Conservator.

SCHEDULE B.

MAXIMUM RATE OF BOAT AND CATAMARAN HIRE FOR THE PORT OF MADRAS
TO AND FROM SHIPS OF ALL DESCRIPTIONS LYING AT ANCHOR IN THE OUTER
ROADSTEAD OF THE PORT OF MADRAS.

Accommodation Boat.

	RS.	A.	P.
Ordinary trip	3	8	0
Trip beyond 9 fathoms	5	0	0
Trip in foul weather	6	0	0
Transhipment	1	0	0

To vessels
in 4 fathoms
or upwards.

To native
craft under
4 fathoms.

Common Boats.

	RS.	A.	P.	RS.	A.	P.
Ordinary trip *	2	8	0	1	8	0
Trip beyond 9 fathoms *	3	8	0	1	8	0
Transhipment	1	8	0	2	8	0
Trip in strong current or foul weather *	3	8	0	1	10	0
Do. beyond 9 fathoms *	5	0	0	2	0	0
Ballast trip *	2	12	0	1	10	0
Do. beyond 9 fathoms *	3	12	0	2	0	0
Water trip (from the beach)	3	8	0	2	0	0
Do. beyond 9 fathoms	5	8	0	..	..	..

Large Pier Boats.

	Per ton.
	RS. A. P.
Ordinary trip, at the rate of	1 0 0
Trip beyond 9 fathoms, additional	0 8 0
Transhipment, additional	0 12 0
Trip in strong current or foul weather	1 8 0
Trip beyond 9 fathoms	2 4 0
Water trip	1 8 0
Do. beyond 9 fathoms	2 4 0

Sundry Charges.

Coolies employed for weighing anchors, each man	1 0 0
For tarpaulin, each trip	0 4 0
Hire of four casks to contain 500 gallons of water (2 tons) for one trip	0 9 5
For filling casks at the water's edge	0 9 0

NOTE.—A Government charge of 2 annas a ton for water is likewise levied.

* Eight annas less if proceeding to or from the pier.

If supplied from the Pier end.

	RS.	A.	P.
Boat hire	2	8	0
Hire of four casks, at three annas each	0	12	0
Water, 2 tons, at 8 annas per ton	1	0	0
	4	4	0

Jolly Boats.

Ordinary trip	2	0	0
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Small Catamarans.

Ordinary trip	0	8	0
Trip in foul weather or beyond 9 fathoms	1	0	0
Catamaran for rafting timber for one day	1	8	0

Large Catamarans.

Raft, or Large Catamaran hire, to land boilers or heavy weights.. 15 0 0
Do. coolies per trip, for each man .. 0 8 0
The above rates to apply to boats working to and from the Beach, between Clive's Battery and Parry and Co.'s office.

Extra Hire.	Accommo- dation boat.	Common boat.	Catamaran.	Large catamaran.
	RS. A. P.	RS. A. P.	RS. A. P.	RS. A. P.
Trip between 6 and 8 P.M.	1 12 0	0 12 0	0 2 6	..
Do. 8 P.M. and 5 A.M.	3 8 0	1 8 0	0 5 0	..
Do. Parry and Co.'s and Marine Villa	1 8 0	1 8 0	0 5 0	..
Do. Marine Villa and Adyar	2 0 0	2 0 0	0 8 0	..
Trip north of Ráyapuram	1 8 0	1 8 0	0 5 0	..
For every hour, or portion of an hour beyond the first, a boat or catamaran is detained alongside, or on shore night or day	0 12 0	0 12 0	0 5 0	..
Detention for each hour	..	..	..	2 0 0
For the coolies for every hour, each man	..	..	..	0 2 0

TO AND FROM SHIPS OF ALL DESCRIPTIONS LYING AT ANCHOR WITHIN THE
MADRAS HAROUR.

Accommodation Boats.

	RS.	A.	P.
Ordinary trip	2	8	0
Transhipment	0	12	0

Common Boats.						RS.	A.	P.
Ordinary trip *	..	..	..	..	..	1	8	0
Transshipment	..	..	..	..	..	1	0	0
Ballast trip *	..	..	..	..	..	1	12	0
Water trip (from the Beach)	..	..	..	..	..	2	0	0

Large Pier Boats.						RS.	A.	P.
Ordinary trip per ton	..	..	..	..	..	0	10	0
Transshipment per ton	..	..	..	..	..	0	8	0
Water trip	..	..	..	..	..	1	0	0

Water if supplied from the Pier by Common Boats.						RS.	A.	P.
Boat hire ..	..	..	..	..	..	1	8	0

Jolly Boats.						RS.	A.	P.
Ordinary trip	..	..	..	..	..	1	0	0

Small Catamarans.						RS.	A.	P.
Ordinary trip	..	..	..	..	..	0	5	0

* Eight annas less if proceeding to or from the pier.

APPENDIX II.

BYE-LAWS MADE BY THE HARBOUR TRUST BOARD.

The following Bye-laws made by the Harbour Trust Board, Madras, under section 70 of Madras Act II of 1886, and approved by the Governor in Council, are published for general information *:-

1. Landing and shipping of cargo shall be carried on on the days and within the hours allowed and appointed under section 72, Act VII of 1878, or on other days and at other hours with the permission of the Collector of Sea Customs.

2. Harbour dues on goods shipped or landed, together with all cooly hire and charges for carrying, packing and storing, and all godown or ground rent payable under these bye-laws, shall be charged at the rates fixed by the Board under the provisions of Act II of 1886, and such dues on all goods, whether exports or imports, shall be paid previous, to the removal of the goods from the harbour premises to such person as the Board may depute to receive and grant receipts for the same. All applications for export or import of goods must be on, or must be accompanied by, forms approved by the Board, and in use for the time being, and such forms must, in all cases, be correctly filled in and signed by the owner, exporter or consignee of the goods, or his agents.

3. All goods landed at the Port of Madras shall be moved from the place or places where the same may be landed to the place or places set apart for the reception thereof by some person or persons authorized in that behalf by the Board, who shall in due course deliver the same to the consignees upon payment by the consignees of all costs and charges of receiving and of so moving such goods and of delivering the same, including all costs, charges and expenses of counting, sorting and weighing, and other costs, charges and expenses whatsoever incurred or payable under the directions, and with the sanction of the Board.

4. All coolies or porters employed under the Trust for the purpose of working cargo on the pier or beach, or in the Custom House or elsewhere wheresoever within the precincts of the harbour premises, shall wear a distinctive badge, and no such person shall be allowed to work as a cooly or porter within such precincts without such badge.

5. All necessary documents must be produced by shippers or consignees or their agents at the time of the shipping or landing of goods to the person or persons authorized by the Board to call for and inspect the same whenever required by him or them.

* Vide Notifications in the Fort St. George Gazette, dated Ootacamund, 5th August and 26th August 1887.

APPENDIX III.

PORT SIGNALS.

The following are the established signals of the Port Department of Madras (Section 70, Act X of 1889):—

[The flags specified belong to the Commercial Code.]

Ordinary Day and Night Signals.

- (a) Boat Muster Flag { A square blue Flag with four parallel red bars running acrosswise.
- (b) Quarantine Flag R.
- (c) When the state of the surf renders communication with the shore dangerous. } Flag M.
- (d) When the surf is impassable. Flag K.
- (e) In case of fire (by ship) .. { By day—The red Ensign hoisted union downwards at the Main.
By night—One red light at Main.
- (f) In case of parting riding cable (by ship). { By day—Flag B hoisted over the red Ensign union downwards at Main.
By night—Two red lights at Main hoisted vertically.
- (g) In case of stern fast (by ship). { By day—Flag J under the red Ensign at peak.
By night—One red over one white light at peak.
- (h) In case of any other emergency or duties (by ship). { By day—Red Ensign union downwards at peak.
By night—One white light over one red light at peak.
- (i) For a doctor (by ship) .. { By day—Flag H at Main.
By night—One white light—one red light—one white light hoisted vertically at Main.
- (j) For a police boat (by ship). See G.O., No. 568, dated 23rd Nov. 1883. { By day—The Union Jack hoisted under the red Ensign at peak.
By night—Three white lights hoisted vertically at peak.
- (k) For an accommodation boat (by ship). { By day—Flag D at Main.
By night—Three white lights hoisted horizontally 4 feet apart at peak.

- For a catamaran (by ship). { By day—Flag G at Main.
By night—Two white lights hoisted horizontally 4 feet apart at peak.
- General recall for boats .. Flag S at Port Office Flagstaff.
- Vessels about to leave the harbour. } To hoist Flag N at the Fore.
- Vessels about to enter the harbour. } To hoist Flag F at the Fore.
- To signify a death having occurred on board and while a dead body remains on board. { The ship's Ensign and House Flag half-mast between sunrise and sunset.
One red light at the Ensign staff at night hoisted half-way.

STORM SIGNALS.

FLAG L OF THE COMMERCIAL CODE.

- (a) When hoisted at the Northern arm of the Port Office Flagstaff signifies that cyclonic weather prevails on the coast between Masulipatam and Gopalpur.
- (b) When hoisted at the Southern arm signifies that cyclonic weather prevails in vicinity of Negapatam.

I. THE WARNING SIGNAL.—During the prevalence of suspicious or threatening weather, or on the "Warning Signal" being hoisted, Commanders of Vessels at anchor within the limits of this port are required to attend to the following directions:—

Warning Signal.

Y.—A ball.

YHT.—Three white lights arranged in a vertical line.

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

- (c) To leave the harbour without waiting for instructions to do so, should they deem a course prudent.

II. THE DANGER SIGNAL.—On this signal being hoisted the Commander of each Vessel will take such other measures for securing the safety of his vessel as he may consider requisite, as no further instructions on that point will be furnished by the Port authorities.

Danger Signal.

Y.—A drum.

YHT.—Two white lights arranged in a vertical line.

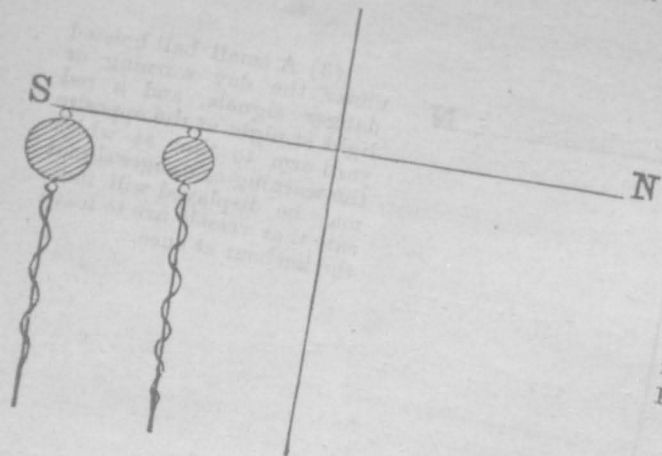
Y.—The drum or two white lights when hoisted indicates that a storm is approaching that part of the coast on which the port is situated, and will shortly cross it.

- (a) Not to be absent from their respective vessels between sunset and sunrise.
- (b) To keep their respective vessels prepared in every respect to proceed to sea at short notice.

Should his vessel be inside the harbour, he is to proceed outside, at once, without waiting for a special signal to do so.

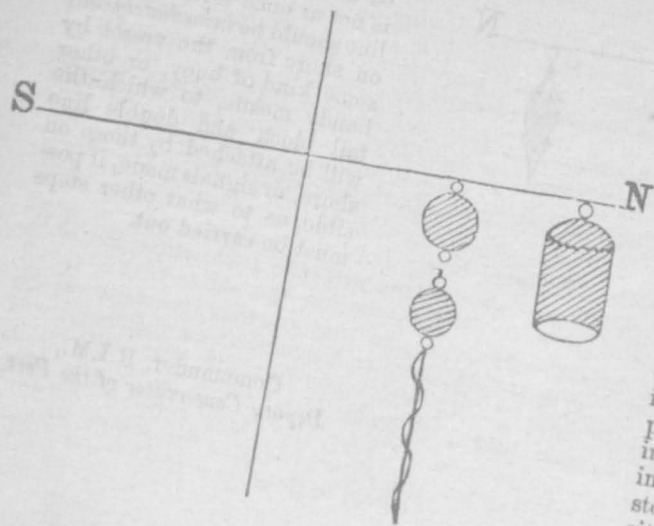
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This signal indicates that a storm of slight intensity has formed and is advancing towards the coast to the southward of the port.



III. (1) The warning and danger signals, according as they are hoisted at the northern or southern arm of the yard of the Port Flagstaff, indicate that the storm is expected to strike the coast to the north or south of the port and when hoisted at the Gaff attached to the flagstaff, that the centre of the storm is expected to pass over the port.

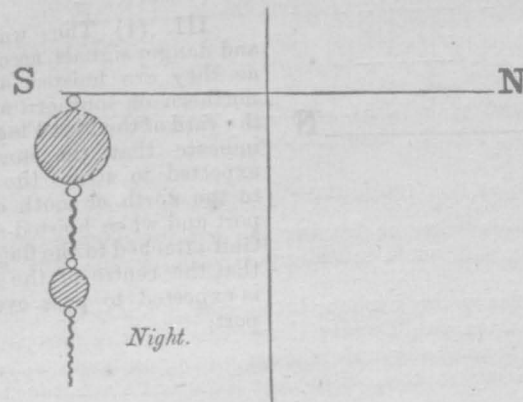
This signal indicates that a storm of considerable intensity will probably strike the coast to the north of the port.



(2) 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.

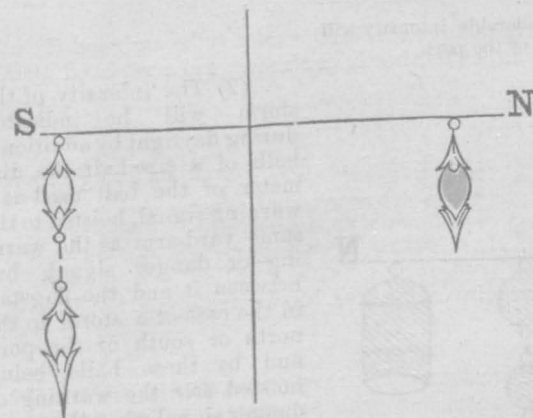
Signal to leave the harbour at once.

Day.



Night.

(3) A small ball hoisted under the day warning or danger signals, and a red light at night at the opposite yard-arm to that at which the warning or danger signal may be displayed will indicate that vessels are to leave the harbour at once.



IV. In the event of wreck occurring, should it be observed that the rocket apparatus is not at once forthcoming, a line should be immediately sent on shore from the vessel by some kind of buoy, or other handy means, to which the tail block and double line will be attached by those on shore, or signals made, if possible, as to what other steps must be carried out.

PORT OFFICE,
MADRAS.

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Commander, R.I.M.,
Deputy Conservator of the Port.

PORT RULES OF THE PORT OF MADRAS.

[These Rules have effect from and after the 1st September 1889 under Notification of Government in 'Fort St. George Gazette,' dated 18th June 1889.]

I.—ENTERING OR LEAVING PORT—CLAUSE (a).

(a) All sea-going vessels, on entering or leaving the port between sunrise and sunset, shall fly their national flag, and, when entering port, each vessel shall show her number.

(b) No vessel shall enter or leave the harbour between the hours of 6 P.M. and 6 A.M. without special authority from the Deputy Conservator of the port; and no vessel shall enter or leave the harbour at any time without having on board a Harbour Master, unless authority in writing so to do has been obtained from the Deputy Conservator.

(c) Not more than one vessel shall enter or leave the harbour at the same time.

II.—BERTHS OF VESSELS—CLAUSE (b).

All vessels within the port shall take up such berths as may be assigned them by the Deputy Conservator, and shall change their berth, or remove, when required by him.

III.—STRIKING YARDS AND MASTS—CLAUSE (c).

All vessels within the port shall strike their yards and top-masts on being required to do so by the Deputy Conservator whether by signal or otherwise.

IV.—REMOVAL AND PLACING OF ANCHORS, &c.—CLAUSE (d).

Anchors shall not be allowed to remain cock-billed, nor spare spars be allowed to hang alongside or astern of any vessel.

V.—TAKING IN OR DISCHARGING PASSENGERS, BALLAST OR ANY PARTICULAR KIND OF CARGO, AND THE STATIONS TO BE OCCUPIED BY VESSELS WHILST SO ENGAGED—CLAUSE (e).

(a) Ammunition or other explosives, kerosine-oil and timber shall be taken in and discharged only at such stations as may be set apart from time to time by the Conservator to be occupied by vessels whilst so engaged.

(b) Ballast and rubbish shall not be thrown overboard within the limits of the port without the special permission of the Deputy Conservator.

VI.—KEEPING FREE PASSAGES, &c.—CLAUSE (f).

The entrance to the harbour, the spaces between the different moorings within the harbour, the spaces in the vicinity of the pier and the harbour walls, shall be kept clear to the extent that may be required by the Deputy Conservator.

VII.—ANCHORING AND MOORING—CLAUSE (g).

(a) Vessels within the port lying at single anchor shall have a second anchor ready to be let go.

(b) Vessels when moored or at single anchor shall have ranges of both cables on deck ready to be veered immediately.

(c) All vessels within the harbour should be moored in such a manner as may be directed by the Deputy Conservator and with or without stern-fasts at his discretion.

(d) All anchors must be buoyed, and care taken that the buoys "watch."

(e) When a steam vessel entering the harbour is provided with stockless anchors only or with anchors and chains which, in the opinion of the Deputy Conservator of the Port, are unsuitable for mooring such vessel inside the harbour, the Master shall, unless permission to the contrary is given by the Deputy Conservator in writing, keep sufficient steam at all times available in the main boilers of such vessel for moving her from her berth within one hour from receiving notice, either written or verbal, so to do from either the Deputy Conservator of the Port or the Senior Harbour Master on his behalf.

VIII.—MOVING AND WARPING—CLAUSE (h).

(a) All vessels within the port shall be moved or warped from place to place as required, and by such means or appliances as may be ordered by the Deputy Conservator.

(b) No vessel shall cast off a warp that has been made fast to her to assist a vessel moving, without being required to do so by the Harbour Master or officer in charge of the vessel moving.

IX.—CARGO BOATS—CLAUSE (i).

The plying of catamarans, flats, cargo, passenger and other boats, whether for hire or not and whether regularly or only occasionally in, or partly within and partly without, the port, and the quantity of cargo or number of passengers to be carried by any such vessel, shall be subject to such regulations as may be laid down from time to time by the Conservator.

X.—FIRES AND LIGHTS—CLAUSE (l).

(a) No vessel shall be fumigated except at a place appointed by the Deputy Conservator for the purpose.

(b) Pitch or dammer shall not be heated on board vessels within the port, but in a boat alongside or astern; nor shall spirits be drawn off on board such vessels by candle or other unprotected artificial lights.

(c) Vessels while loading cotton shall not have any unprotected lights in the hold or orlop.

(d) When gunpowder, ammunition or other explosives in excess of 100 lb. weight are being shipped on board, or being discharged from any vessel within the limits of the port, neither fires, lights nor smoking are under any circumstances to be permitted on board.

XI.—SIGNAL LIGHTS—CLAUSE (m).

The master of any vessel arriving within the port with ammunition, explosives, or over 100 lb. in weight of gunpowder on board as cargo, shall display a red flag B of the Commercial Code at the fore during day-light, and between sunset and sunrise shall exhibit, when at anchor, a red light over the usual anchor light for such time as the ammunition, explosives or gunpowder may be on board within port limits.

XII.—NUMBER OF CREW—CLAUSE (n).

All vessels within the port shall have on board a sufficient number of crew to perform any duties which may become necessary for the safety of the vessel in regard to veering or heaving in cable, bracing up the yards, striking masts and yards, &c., in case of emergency arising.

XIII.—EMPLOYMENT OF PERSONS ENGAGED IN CLEANING OR PAINTING VESSELS, &c.—CLAUSE (o).

No person shall be employed in cleaning or painting a vessel or in working in the bilges, boilers or double bottom of a vessel in the port either before or after the hours which may be fixed from time to time by the Conservator for such purposes.

Commander, R.I.M.,
Deputy Conservator of the Port.

No European Seaman or Apprentice shall be employed in cleaning, scraping, sealing, painting or on similar work on the outside of a vessel which is directly exposed to the sun's rays between the hours of 9 A.M. and 4 P.M.

ADDITIONAL RULE UNDER XI, CLAUSE (m).

SIGNALS.

The use of "sound signals" for attracting attention is prohibited on board vessels while within the limits of the port, except for the purposes specified in Articles 12 and 19 of the Board of Trade "Regulations respecting lights and fog-signals and steering and sailing rules" republished below, and in case of emergency where assistance from the shore is urgently required in the interests of the safety of the vessel.

* * * *

Article 12.—A steam ship shall be provided with a steam whistle or other efficient steam sound signal, so placed that the sound may not be intercepted by any obstructions, and with an efficient fog-horn to be sounded by a bellows or other mechanical means, and also with an efficient bell. A sailing ship shall be provided with a similar fog-horn and bell.

In fog, mist, or falling snow, whether by day or night, the signals described in this article shall be used as follows; that is to say,—

- (a) A steam ship under way shall make with her steam whistle, or other steam sound signal at intervals of not more than two minutes, a prolonged blast.
- (b) A sailing ship under way shall make with her fog-horn, at intervals of not more than two minutes, when on the star board tack one blast, when on the port tack two blasts in succession, and when with the wind abaft the beam three blasts in succession.
- (c) A steam ship and a sailing ship, when not under way, shall at intervals of not more than two minutes ring the bell.

* * * *

Article 19.—In taking any course authorised or required by these Regulations, a steam ship under way may indicate that course to any other ship which she has in sight by the following signals on her steam whistle, viz. :—

- One short blast to mean "I am directing my course to starboard;"
- Two short blasts to mean "I am directing my course to port;"
- Three short blasts to mean "I am going full speed astern."

The use of these signals is optional; but if they are used, the course of the ship must be in accordance with the signal made.

Commander, R.I.M.,
Deputy Conservator of the Port.

NOTE.—The foregoing rule has effect from and after the 1st October 1889, under notification of Government in *Fort St. George Gazette*, dated 13th August 1889.

NOTIFICATION.

Ootacamund, October 14, 1893.

No. 67.—Under the provisions of section 6 (2) of Act X of 1889—the Indian Ports Act—and in supersession of the rules published in Marine Department Notification No. 97 at page 742 of the *Fort St. George Gazette* of the 29th October 1889, the Governor in Council has been pleased to make the following additional rules for the Port of Madras :—

XIV. Action to be taken by the Master when there is disease or sickness, or a dead body on board his vessel, while such vessel is within the limits of the port, clause (p).

PART I.—REGULATIONS IN CASES OF CHOLERA, SMALL-POX, OR OTHER EPIDEMIC DISEASES COMMON IN INDIA.

(a) The Master of every vessel on board of which there is, either among the passengers or crew, any case of cholera, small-pox, or other epidemic disease common in India, shall report every such case to the pilot or other boarding officer at the earliest opportunity, or in the absence of a pilot or other boarding officer, or if the vessel be at anchor within port limits when such disease first breaks out, shall hoist a signal, which shall be, during the day, Flag R of the Commercial Code at the main, and during the night, two white lights, one over the other, at the fore.

This is a square red flag with a yellow St. George's Cross.

(b) The Master of every such vessel shall not allow any passenger suspected of having any such disease to depart from such vessel before such vessel has been inspected by the Health officer, but where the disease or diseases in question is or are limited to two cases, the vessel will not be prohibited from taking up the usual place of anchorage in the harbour, and passengers not suspected of having any such disease need not be detained on board pending the inspection of the Health Officer. Where, however, cases of any such disease have been more numerous than two, or when from their occurring on pilgrim or emigrant ships or, for other special reasons, further precautions may be deemed advisable, the Master shall anchor the vessel in the place appointed for the purpose; and shall not allow any of the passengers to leave the vessel until the Health officer has made his inspection, and the Master of such vessel shall, moreover, cause her to be thoroughly cleansed and fumigated under the directions of the Health officer.

The anchorage in the south-west monsoon shall be in 9½ fathoms within the northern boundary pillar bearing W. ¼ N. and in the north-east monsoon in 9½ fathoms with the South Beach Ice-house bearing W.S.W. Or such other position as may be ordered by the Deputy Port Conservator.

PART II.—REGULATIONS WHERE A DEATH HAS OCCURRED.

(a) On a death occurring during the day on board of a vessel in the port, the ensign and house flag are to be immediately lowered half-mast and kept in such position from sunrise to sunset as long as the body remains on board. Should a death occur between sunset and sunrise, one red light is to be hoisted at the peak, half-mast.

(b) The Master of the vessel will cause the death of any person on board to be made known at once to the Deputy Commissioner of Police, either by letter or otherwise, and shall also forward to the Deputy Conservator of the Port a written report as soon as possible after the occurrence in which all the circumstances attending the death are to be fully detailed.

(c) No dead body is to be removed from the ship without the permission of the Police authorities. Unless the special permission of the Commissioner of Police to its interment on shore shall have been obtained, a dead body shall be buried in the sea, outside the harbour, in not less than 9 fathoms water, in such manner as shall ensure its sinking at once and remaining below water.

J. F. PRICE,
Chief Secretary.

SPECIAL NOTICE TO COMMANDERS OF VESSELS
VISITING THE PORT OF MADRAS.

CODE FOR TELEGRAPHING WEATHER CONDITIONS IN THE BAY OF BENGAL DAILY TO OUTWARD-BOUND VESSELS PASSING SAUGOR ISLAND LIGHT-HOUSE, AND TO VESSELS AT CERTAIN PORTS ON THE COAST OF THE BAY OF BENGAL, SUCH AS RANGOON, NEGAPATAM, COCANADA, AND MADRAS.

[Revised October 1894.]

THE following signals are intended to be used in ordinary weather and also if possible during stormy weather, and will therefore be supplementary to the ordinary storm-signals, which are hoisted only when storms have actually formed.

The ordinary Commercial Code signal flags (B. to W. inclusive) will be used in making these signals. Each signal flag will have a special signification as to the weather in the Bay as indicated in the table on page 5. The weather in the Bay daily will be expressed by a single hoist of flags. Each signal, or hoist of flags, will consist ordinarily of four flags. The top flag will be considered to occupy position 1, that below it will be flag No. 2, and so on, the bottom flag being No. 4. These flags will be hoisted usually on the signal mast employed for hoisting the ordinary storm-signals, and by the same halyards, so as to distinguish these messages from ordinary commercial messages. By the experience of more than two years it has also been found possible to arrange the flag signals for each day, so that there are almost always at least two flags of the same letter (two B's. or to G's., &c.). Hence this forms at once a distinguishing mark of these weather messages from ordinary or commercial messages.

It is not possible for the information regarding the weather in the Bay for each day at 8 A.M. to be collected, and for the flag signal telegrams to be prepared and despatched

from Calcutta, and for them to be received at the signalling stations much before 11 A.M. daily. Hence for the period between daylight and about 11 A.M. on each day, the flag signal message will usually deal with the weather at 8 A.M. on the previous day. To indicate that this is the case, and that the signal hoisted on any day from daylight up to about 11 A.M., denotes the weather of the previous day, the "Answering Pennant" will be hoisted at the bottom of the four code flags of the signal.

For the purposes of these signals the Bay of Bengal has been divided into four sections as shown in the chart on page 4. The top flag in each daily signal (*i.e.*, flag No. 1) will denote the weather in section No. I of the Bay as in the chart, flag No. II will denote the weather in section No. 2, flag No. III the weather in section No. 3, and flag No. IV, or the bottom flag of the signal, will denote the weather in the 4th section of the Bay, *i.e.*, that off the South Madras coast.

On receipt of the daily 8 A.M. meteorological telegrams by the Meteorological Office, and after their reduction, or at about 10-30 A.M. a daily Code message by urgent telegram will be despatched by the Bengal Meteorological Office to Saugor Island and the other stations included in the service. Signals can, therefore, be hoisted at Saugor Island, &c., daily at about 11 A.M. showing the weather of the same day over the whole Bay to all vessels that leave the port after that hour.

Thus, supposing a weather signal of four flags hoisted at any of the stations included in this service on any day at 11 A.M. read B, B, B, B, it will mean that "ordinary weather for the season, light or moderate winds, of direction about normal for the season, and calm or slight sea" prevailed in all four sections of the Bay at 8 A.M. of that same day. Also if the flag message at 10 A.M. of any day consisted of five flags and read "B, B, B, B, Answering Pennant," it would mean that ordinary weather for the season with light or moderate winds, &c., prevailed over the whole Bay at 8 A.M. on the previous day.

Again, if a weather flag-signal telegram read "B, P, S, V."—This will mean that at 8 A.M. of the day in question weather in section 1 of Bay (*i.e.*, off Burmah and Arakan coasts to longitude 90° E.) was "ordinary weather for the season, light or moderate winds, of direction about normal for the season, and calm or slight sea." Also that—

Weather in section 2 of Bay (*i.e.*, at the head of the Bay north of latitude 19° 30' N.) was "unsettled, suspicious, and probably squally weather, strong winds of rather abnormal direction, and probably moderate to rough sea." Also that—

Weather in section 3 of Bay (*i.e.*, off Ganjam, Circars, and North Coromandel coasts to longitude 90° E.) was unsettled, suspicious, and probably squally weather, strong winds which apparently form part of a whirl or cyclonic circulation of winds, and probably moderate to rough sea." Also that—

Weather in section 4 of Bay (*i.e.*, the southern part of the Bay off the South Madras coast, south of latitude 13° 30' N.) was—"Conditions indicate that a small storm at present of slight intensity has formed or is forming in the section of the Bay referred to. Strong winds. Probably moderate to rough sea."

If the flag message read "B, P, S, V, Answering Pennant," the description of the weather given in the four previous paragraphs would refer to the previous day, and not to the day on which the signal was hoisted.

In the first issue of this code no arrangement was made by which the weather conditions in the Bay at any other hour than for 8 A.M. could be communicated. It is clear, however, that in certain exceptional cases it is desirable to have the power of conveying additional information for later periods than 8 A.M. Thus, as at first arranged, if a

vessel were proceeding to sea in the early morning, and at, say, 6 A.M. of any day passed Saugor Island, she could only receive information of the character of the weather at 8 A.M. of the previous day or for a period 22 hours previous. In the very great majority of cases no difference in the weather in this period would have occurred, and hence no alteration of the signal would be required, and the vessel would receive all the information which could be given, or which was actually necessary.

It might, however, happen, and indeed sometimes does happen, that the weather is considered by the Meteorological Office to be only suspicious and unsettled at 8 A.M., when by the evening, as judged by additional meteorological observations received, the Meteorological Office would be able to say almost certainly that a storm had formed in the Bay and had perhaps commenced to move. Indeed, storms frequently form and become rather violent within a period of six or twelve hours during unsettled, suspicious weather, specially in the north of the Bay and in the Andaman Sea. It is hence highly desirable in such a case as previously mentioned of a ship leaving, say, at 6 A.M. that a signal could be made to her indicating the condition of the weather up to the very latest hour for which observations had been received.

With the view of supplying such information the following additions have been made to the code, for it is found a very slight modification of the method of exhibiting the flag signals will enable such additional information to be given:—

The ordinary four flag signal message will always indicate the weather conditions in the Bay at 8 A.M. of the day in question.

All additional information for hours other than 8 A.M. will be shown by hoists of five flags or rather four code flags with the addition of the "Pilot Jack" (*i.e.*, the Union Jack with the border of white one-fifth the breadth of the Jack).

The time to which the message refers will be indicated by the position of the Pilot Jack in the four flag signal message in the following manner:—

If the special weather flag signal message refers to the weather at midday (instead of 8 A.M.) the Pilot Jack will occupy the FIRST position in the signal, and the four flags of the signal will follow in their due order.

If the special flag signal message refers to the weather at 4 P.M. (instead of at 8 A.M.) the Pilot Jack will be in the SECOND position, *i.e.*, it will be placed between the first and second flags of the four flags of the signal.

If the message refers to the weather at 8 P.M., the Pilot Jack will be in the THIRD place, *i.e.*, it will be between the second and third of the four flags of the signal.

If the message refers to the weather at midnight, the Pilot Jack will be in the FOURTH place, *i.e.*, it will be between the third and the fourth flags of the signal.

Finally, if the message refers to the weather at 4 A.M. (instead of 8 A.M. of the previous day) the Pilot Jack will occupy the LAST position of the signal after the usual four flags.

Thus, taking the second illustration previously given of the use of these signals when B. P. S. V. was hoisted. If the flags B. P. S. V. were hoisted alone, it would signify that the condition described on page 2 probably obtained at 8 A.M. of the day for which the signal was hoisted.

If the message referred to the weather at noon, the flag signal would be Pilot Jack B. P. S. V.

If the message referred to the weather at 4 P.M. previous to the hoisting of the signal, it would read B. Pilot Jack P. S. V.

If the message referred to the weather at 8 P.M. previous to the hoisting of the signal, it would read B.P. Pilot Jack S. V., and so on.

It is believed that the addition here described will prove to be valuable in cases when storms are in process of generation. It will, however, be understood that these additional signals will only rarely be used, and only in such cases when from additional information received in the Meteorological Office it is found that there had been such a decided change in the conditions of the weather as to necessitate the alteration of the usual signal message which had been issued after the receipt of the daily 8 A.M. observation.

Meteorological meaning of the Commercial Code Flag.

Flag.	Weather.	Winds.	Sea.
B	Fine weather	Light or moderate winds, of direction about usual for the season.	Calm or slight sea.
C	Fine weather	Moderate to strong winds, of direction about usual for the season.	Probably slight to moderate sea.
D	Fine weather	Strong winds, of direction about usual for the season.	Probably moderate to rough sea.
F	Fine weather	Light or moderate winds, of rather abnormal direction.	Calm or slight sea.
G	Fine weather	Moderate to strong winds, of rather abnormal direction.	Probably slight to moderate sea.
H	Fine weather	Strong winds, of rather abnormal direction.	Probably moderate to rough sea.
J	Fine weather	Light or moderate winds, which apparently form part of a whirl or cyclonic circulation of winds.	Calm or slight sea.
K	Fine weather	Moderate to strong winds, which apparently form part of a whirl or cyclonic circulation of winds.	Probably slight to moderate sea.
L	Doubtful weather	Strong winds, which apparently form part of a whirl or cyclonic circulation of winds.	Probably moderate to rough sea.
M	Unsettled and suspicious weather.	Light or moderate winds, of rather abnormal direction.	Calm or slight sea.
N	Unsettled and suspicious weather.	Moderate to strong winds, of rather abnormal direction.	Probably slight to moderate sea.
P	Unsettled, suspicious, and probably squally weather.	Strong winds, of rather abnormal direction.	Probably moderate to rough sea.
Q	Unsettled and suspicious weather.	Light or moderate winds, which apparently form part of a whirl or cyclonic circulation of winds.	Calm or slight sea.
R	Unsettled and suspicious weather.	Moderate to strong winds, which apparently form part of a whirl or cyclonic circulation of winds.	Probably slight to moderate sea.
S	Unsettled, suspicious and probably squally weather.	Strong winds, which apparently form part of a whirl or cyclonic circulation of winds.	Probably moderate to rough sea.
T	Unsettled and suspicious weather, which it is expected may lead to the formation of a cyclonic storm or stormy weather in the section of the Bay referred to.	Moderate or strong winds	Do. do.
V	Conditions indicate that a small storm at present of slight intensity has formed or is forming in the section of the Bay referred to.	Strong winds	Do. do.
W	Conditions indicate that a cyclonic storm has formed in the section of the Bay referred to, and has commenced to move from the place of formation.	Strong winds	Do. do.

EXTRA REPORT OF WEATHER

IN THE

BAY OF BENGAL

AT 8 A. M., TO-DAY

CHART OF THE BAY SHOWING SECTIONS REFERRED TO
IN THIS CODE

Reg. No. 1844—Copies 1000

Photo-zinco., Survey Office, Madras

1895.

Financial Department.



PROCEEDINGS OF THE MADRAS GOVERNMENT.

READ the following paper:—

Endorsement of the Marine Department, No. 363 E, dated 28th May 1897, on Office Note from the Superintendent, Government Press, Madras, No. 1947, dated 7th May 1897.

Memorandum from the Marine Department, No. 418, E, dated 19th June 1897, transferring letter from the Presidency Port Officer stating that no copies of "Instructions to Commanders of Vessels, Port of Madras" were transmitted to the India Office.

ORDER :- R No. 836, dated 29th June 1897.

The Marine Department will be requested to be so good as to forward two copies of the reprint to the India Office.

(True Extract)

C. W. M. L.
for Chief Secretary.

To the Marine Department (with book).

C.P.
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