

11TH APRIL 1895, No. 108, MARINE.

GOVERNMENT OF MADRAS.

MARINE DEPARTMENT.

READ—again the following papers :—

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

READ—also the following papers :—

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

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

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

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

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

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

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

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

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

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

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

(True Extract.)

J. F. PRICE,
Chief Secretary.

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

APPENDIX.

MADRAS CYCLONE CODE.

CHAPTER I.

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

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

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

A.—Ports on the Coromandel Coast.

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

B.—Ports on the Malabar Coast.

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

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

2. As soon as the existence and probable course of a cyclonic storm in the Bay of Bengal or the Indian Ocean has been ascertained by the Meteorological Reporter of Calcutta or Simla, the Deputy Port Conservator, Madras, Port Officers of the ports likely to be affected by the storm and the Chief Engineer for Irrigation, Madras, will be informed and warned by the Reporter appointed to give such warnings to his port. The warning signal should usually be hoisted immediately after the receipt of this information. The Meteorological Reporter will continue to keep the Deputy Port Conservator, Madras, and Port officers of the warned ports acquainted with the growth, progress, course and other features of the storm, which will be useful as a guide to these officers in hoisting, when necessary, the danger signal. The danger signal 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.	Madras.
Gopalpur.	Negapatam.
Masulipatam.	Vizagapatam.

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

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

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

CHAPTER II.

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

1. These signals will be repeated at the Fort Flagstaff.
2. During the period of the display of any one of these signals, all arrangements in connection with the safety of the shipping in the port will be made by the Deputy Conservator of the Port.
3. The Chairman, Harbour Trust Board, will arrange that on such occasions the services of the Port Conservancy establishment shall be at the disposal of the Deputy Conservator of the Port.
4. Whenever any one of the storm signals is hoisted or lowered, the fact is to be communicated as soon as practicable by the Deputy Conservator of the Port to the undermentioned officials, viz:—
 The Chief Secretary to Government, when in Madras.
 The Private Secretary to His Excellency the Governor, should His Excellency be in Madras.
 The Chairman, Harbour Trust Board.
 The Commissioner of Police, through the Deputy Commissioner of Police.
 The Executive Engineer, St. Thomas' Mount.
 The Collector of Chingleput.
 The Chief Commissariat Officer and Commissariat Storekeeper-General.
 The Assistant Adjutant-General, Madras District, Fort St. George.

CHAPTER III.

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

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

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

A.—Port Department.

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

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

A.—Port Department.

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

B.—Police Department.

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

C.—Commissariat and Transport Department.

1. From 1st April to 30th June and from 15th September to 31st January a certain number of transport attendants will be detailed daily for duty in case of need, and these men will remain at the Transport 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 Serjeant to the pier and be at the disposal of the Deputy Conservator of the Port to convey rocket apparatus, &c.

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

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

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

D.—Police Department.

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

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

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

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

5. All officers and men will be in uniform.

E.—Medical Department.

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

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

Govt. of {1895} Madras.

MARINE.

Issued

Recd.

Encl.

G.O., 11th April 1895, No. 108.

APRIL.

Cyclone Code.

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



No 1079 H. of 7 May 1895.

*Communicated to
officers of the P. W.
Dept.*

*(Lv) J. P.
W*

*b. c. for Encl.
Suply. Encl.
b. A to Govt.
b. E for Ryd*

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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 depot 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;

Gobt. of {1895} Madras.
MARINE.

Issued

Recd.

Encl.

G.O., 11th April 1895, No. 108.

APRIL.

Cyclone Code.

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



N^o 1079H- d/7 May 1895.

Communicated to
officers of the P. W.
Department.

(Sd) J. P.
W

b. E. for Lvr.
Supdy: Engnd.
b. A. to Govt.
C. E. for Rys.