







**BAY OF BENGAL.—Balasore, Chandbali.**

(c) The General System combined with additional daily sigs. either to indic. that the weather is undisturbed or, if bad weather exists, to show the position of the disturbance. This system will be in daily operation at certain ports in the Bay of Bengal only. The following sigs. will be made :—

- (i) If no disturbance exists in the Bay of Bengal, a ball will be hoisted.
- (ii) If the port itself is threatened the appropriate local sig. of the General System will be hoisted.
- (iii) If there be an area of squally weather or a storm that does not threaten the port, the "distant cautionary" or "distant warning" of the General System will be hoisted; and additional sigs. will be hoisted under these to indic. the position of the disturbance in the Bay. For this purpose the Bay has been divided into 6 sections and the following shapes have been allotted to each of the divisions :—

| Division. | Area.   | Signal.   |
|-----------|---|---|
| I         | Contains the area N. of Lat. 18½° ...   |    |
| II        | Lies S. of I; it is bounded on the S. by Lat. 13° and to the E. by Long. 88½°.  |    |
| III       | Lies S. of I and E. of II; it is bounded to the S. by Lat. 13° and to the E. by a line from the point 13°N., 93°E. to Diamond isl. together with the Arakan coast thence up to 13½°N. |    |
| IV        | Lies S. of II and W. of 86° ...   |   |
| V         | Lies E. of IV, S. of II, III and W. of 93°  |  |
| VI        | Lies E. of III, IV and represents the Andaman Sea.  |  |

Thus, if there is squally weather in Section V of the Bay, the following sig. would be hoisted at the various ports :—



and if a storm had formed in Section II, the following sig. would be hoisted at all ports not directly threatened :—



As already stated, the ports threatened would hoist one or other of the local sigs. The number of locality sigs. on each hoist will be kept as low as possible, and generally only the number of the Section in which the centre of the storm is situated will be given. If, however, the centre of the storm is near the boundary of a division, 2 locality sigs. will be given, the first indic. the division in which the centre is supposed to be and the second the neighbouring division near to which it is. In the event of a storm centre being near to the angles where three divisions meet, 3 locality sigs. will be hoisted. The first will give the division in which the storm is supposed to be, the second the nearest adjoining division and the third the remaining division.

The following ports will come under this system :—

**BAY OF BENGAL.**—Tala isl., Elephant pt., Rangoon, Diamond isl., Akyab, Chittagong, Saugor isl., Negapatam, Cocanada, Madras, Cuddalore, Port Novo, Bassein, Sandheads.

**INFORMATION FOR SHIPPING IN THE APPROACHES TO THE PORT OF CALCUTTA.**—When weather in the Bay is disturbed, the following sigs. will be hoisted at the flagstaff near the Lt.-H. in Saugor isl.; at the flagstaff near the Telegraph office, Mud. pt.; and at the flagstaff near the Telegraph office, Diamond harb.; they will also be hoisted in the port at the flagstaff on the Port Commissioners' office; on a flagstaff on Shalimar pt., Sibpur, opposite the Government Dockyard, Kidderpore; and on a flagstaff, at the Telegraph office, Budge Budge :—

Danger Sig. V indic. that a storm of slight or moderate severity will probably cross the coast to the E. of Saugor isl. and W. of Chittagong. Vessels may proceed to sea if the height of the barometer and state of the sea and weather are such as to lead masters and pilots to infer that there is no danger. The wind at the mouth of the Hooghly will probably haul from N.E., through N., to N.W. or W.

Danger Sig. VI indic. that a storm of slight or moderate severity will probably cross the coast to the W. of Saugor. isl. and N. of False pt. The wind at the mouth of the Hooghly will probably veer from N.E., through E., to S.E. or S. As these Ely. winds will raise a heavy swell and produce a strong Wly. set in the chan. at the Sandheads, it is advisable that none but fast steamers in light trim should put to sea, and those only if weather appearances and state of the sea are not too unfavourable.

Danger Sig. VII indic. the approach towards Saugor roads of a storm of slight or moderate intensity. It is advisable that no vessels except fast steamers in light trim should put to sea until the wind direction and force, the state of weather and sea, and the rise of the barometer indic. that the storm has either broken up or passed inland. It should be remembered that cyclonic storms of small extent in the Bay of Bengal sometimes blow with hurricane force and raise a high sea near their centres.

Great Danger Sig. VIII indic. that a storm of great intensity will cross the coast to the E. of Saugor isl. and W. of Chittagong. It is advisable that sailing vessels, with or without steam, and deep-laden or slow-steaming steam-vessels should not proceed to sea, but remain in the river until the storm has reached the coast and passed inland. The wind at the mouth of the Hooghly will probably haul from N.E., through N., to N.W. or W.

Great Danger Sig. IX indic. that a storm of great intensity will cross the coast to the W. of Saugor isl. and N. of False pt. No vessels should go to sea, and masters and pilots of vessels outward bound should be guided by the appearance of the weather and height of the barometer in deciding whether it is advisable to proceed below Diamond harb. or Mud pt. The wind at the mouth of the Hooghly will probably veer from N.E., through E., to S.E. or S.

Great Danger Sig. X indic. the approach of a storm of great intensity towards the mouth of the Hooghly and Calcutta. Masters and pilots in charge of vessels are cautioned not to put to sea from Saugor isl., not to proceed down from Diamond harb., and they should make their vessels as snug and secure as possible. The masters of vessels in the port should take the special precautions for safety as laid down in the port rules.

There will probably be a storm wave, and it should be carefully remembered that its height and destructive effect will depend quite as much upon the state and char. of the tide when the cyclonic centre reaches the coast as upon the depression at the centre, or the intensity and extent of the storm. Dec.

**SOUTH AMERICA.**

**MONTEVIDEO BAY APPROACH.**—A bell, whistle, and lt. buoy, exh. a gp. fl. white lt. with gp. of 2 fls. every 6 secs.—fl. 1 sec., ecl. ½ sec.; fl. 1 sec., ecl. 3½ secs.—the bell giving 1 stroke every 10 secs., is est. in 34° 59' 7" S., 56° 13' 25" W., 3 miles on S. side of the entr. through the dredged chan. in Montevideo. The whistle and lt. buoy, prev. about 1½ miles N. of the above position, has been withdrawn. Dec.

**ARCHIMEDES BANK.**—The submarine bell and lt. buoy, exh. a fl. red lt. every 6 secs., has been moved about 2¼ miles S.W., and now lies in 35° 12' 15" S., 56° 12' W. Dec.

**MONTEVIDEO BAY.**—The "Harley" submerged, in 34° 54' S., 56° 14' W., 270 yds. 332° (N. 24° W. mag.) from the lt. at the n.n. extr. of the wrn. breakwater, marked by a lt. buoy, black exh. a fl. white lt. every 3 secs.—fl. ½ sec., ecl. 2½ secs. Dec.

**CHINA, NORTH-EAST COAST.**

**CHIFU (YENTAI) HARBOUR.—LIGHT-BOUY ESTABLISHED.**

*Position.*—At a distance of 7.6 cables, 358° (N. 3° E. mag.), from Tower Hill Lighthouse. Lat. 37° 33½' N., long. 121° 23½' E.

*Description.*—A light buoy, painted black, exhibiting an occulting white light every eight seconds, thus—light 4 secs., eclipse 4 secs.

*Remarks.*—This light-buoy, which has been established in connection with the dredging operations in progress, is moored northward of the dredger, and replaces the spar buoy mentioned in the former notice; the note on the plan is to be amended accordingly.