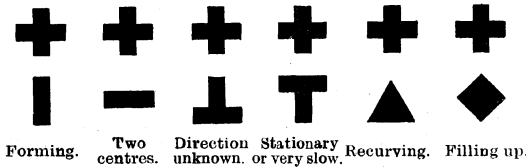


TABLE NO. 2.—CONDITION SIGNALS.

Two Upper Symbols of Hoist.



Forming. Two centres. Direction unknown. Stationary or very slow. Recurring. Filling up.

TABLE NO. 3.—RADIUS AND INTENSITY SIGNALS.

The Lowest of Three Symbols.

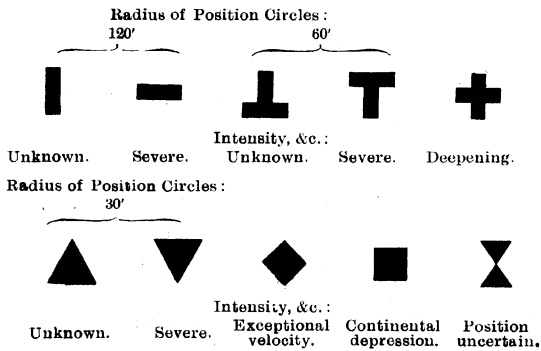


TABLE NO. 4.—TIME-SIGNALS.

Single Symbol at Masthead.

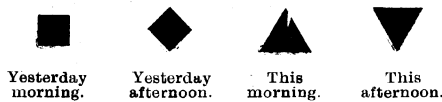
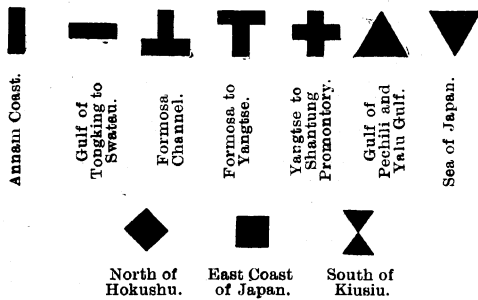


TABLE NO. 5.—GALE SIGNALS.

One Symbol at Yardarm.



It is important that seamen should realize that the position of the centre of the typhoon as signalled is the position according to the data possessed by the Observatory at the time of the issue of the warning. That data may be as much as 12 hours old. Thus, if the time-signal indicates that the warning was issued "This morning," it may be that the position corresponds to data concerning yesterday afternoon.

If the signal "Deepening" is made, it indicates that there is reason to believe that the barometric gradient and, consequently, the intensity of the typhoon are increasing.

If the signal "Exceptional velocity" is made, it indicates that there is reason to believe that the rate of progression is 25 per cent. or more greater than the average rate.

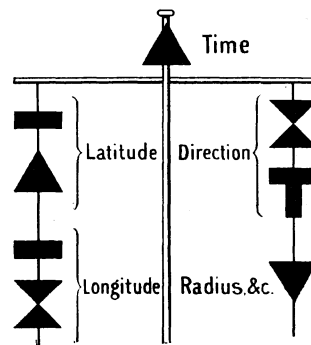
If the signal "Position uncertain" is made, it indicates that the data possessed is unreliable and that the position signalled is a mere probability.

The several tracks which a typhoon may follow in the several months are very varied, and the velocity of progression is liable to be erratic. It is not safe to count on a typhoon maintaining a velocity indicated by previous position of its centre. The velocity is liable to increase very suddenly. Seamen are recommended to study from available sources the tracks and average velocities for the month and locality concerned. In the absence of more exact information the following table of velocities in knots for the several latitudes may be useful.

LATITUDE.	BEFORE RECURRING.				AFTER RECURRING.			
	Ordinary Limits.	Mean.	Exceptional Velocity as signalled.	Maximum recorded.	Ordinary Limits.	Mean.	Exceptional Velocity as signalled.	Maximum recorded.
5° to 15°	5 to 12	9	11	22	..	..	..	..
15° ,, 20°	5 ,, 14	10	12½	24	5 to 17	10	13	22
20° ,, 25°	7 ,, 16	11	13	19	14 ,, 23	17	21	30
25° ,, 30°	7 ,, 13	11	13	15	11 ,, 23	18	23	47
30° ,, 35°	..	..	..	10	11 ,, 36	20	25	42
35° ,, 40°	..	..	..	16	12 ,, 36	21	26	50
40° ,, 45°	..	..	..	..	17 ,, 36	21	26	48
45° ,, 50°	..	..	..	..	12 ,, 36	21	26	52
50° ,, 55°	..	..	..	..	12 ,, 37	21	26	49

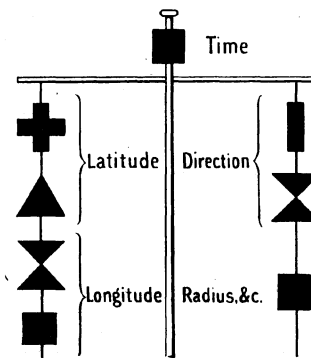
Seamen should realize that, whatever may be the probability of a certain velocity in a given case, there is always the possibility that it may be greatly exceeded. The safest guide is to make allowance for extreme velocity.

TYPHOON SIGNAL.



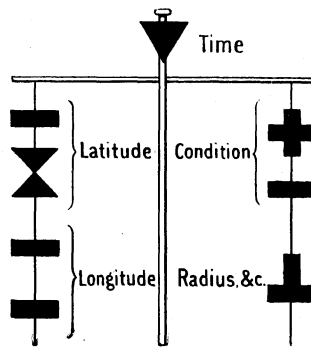
A severe typhoon within 30 miles of lat. 26° N., long. 120° E., travelling N.E. Warning issued this morning.

DEPRESSION SIGNAL.



A continental depression in lat. 56° N., long. 109° E., travelling E.S.E. Warning issued yesterday morning.

TYPHOON SIGNAL.



A typhoon within 60 miles of lat. 20° N., long. 122° E., splitting in two. Warning issued this afternoon.