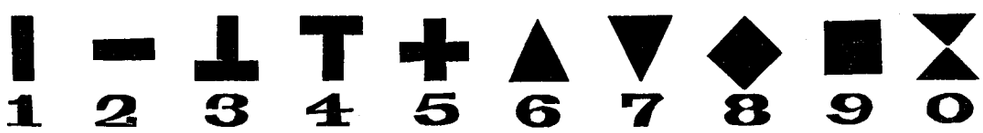
No. 270.

China Seas Storm Signal Code.

(Operative in Hongkong from the 1st June, 1920.)

General Explanation.

1. The Signals are made by means of certain Symbols, each corresponding, for certain purposes, to a number :—



2. The Signals are hoisted at the yard-arms and masthead of the Storm Signal Mast on Blackheads Hill, and have the following general characteristics :—

Typhoon and Continental Depression Signals :

(*a.*) 4 symbols at one yard-arm showing the position of the centre.

(*b.*) 3 symbols at the other yard-arm showing the direction of motion and/or certain characteristics (*see* Tables Nos. 1, 2, and 3).

(*c.*) 1 symbol at the masthead showing the time the warning was issued by the Royal Observatory (*see* Table No. 4).

Gale Signals :

(*d.*) 1 symbol at one yard-arm showing the region threatened (*see* Table No. 5).

(*e.*) 2 symbols at the other yard-arm showing the general direction of the wind (*see* Table No. 1).

(*f.*) 1 symbol at the masthead showing the time the warning was issued by the Royal Observatory (*see* Table No. 4).

The two upper symbols of group (*a*) indicate by their corresponding numbers the latitude, and the two lower symbols the longitude of the centre of a circle of specified size within which the centre of the typhoon or depression lies. The symbols for longitude give the units and tens only ; thus, 32 indicates longitude 132.

The two upper symbols of group (*b*) indicate the direction in which the typhoon is travelling, (*see* Table No. 1) or, alternately, certain conditions of the typhoon (*see* Table No. 2). The third and lowest symbol of group (*b*) indicates the radius of the circle whose centre is shown by the latitude and longitude. This symbol may also indicate degree of intensity. In the case of a continental depression it indicates that it is such, and the corresponding latitude and longitude is the centre of an indefinite area affected (*see* Table No. 3).

Caution.—It should be clearly understood that the position indicated by the latitude and longitude signalled does not purport to be the position of the centre of the typhoon. It indicates merely the centre of a circle of a specified radius within which the centre of the typhoon is believed to lie.

Table No. 1.—Direction Signals.

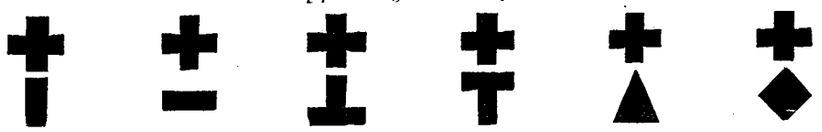
Two upper Symbols of hoist.

These indicate the direction in which a typhoon is travelling or the direction from which a gale may be expected.

Note.—The numbers corresponding to the symbols indicate the number of points from North.

Table No. 2.—Condition Signals.

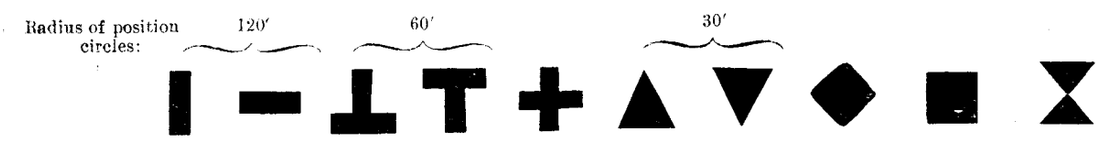
Two upper Symbols of hoist.



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

Table No. 3.—Radius and Intensity Signals.

The lowest of three Symbols.



Intensity, etc.: Unknown. | Severe. | Unknown. | Severe. | Deepening. | Unknown. | Severe. | Exceptional velocity. | Continental depression. | Position uncertain.

Table No. 4.—Time Signals.

Single Symbol at masthead.

Yesterday morning. | Yesterday afternoon. | This morning. | This afternoon.

Table No. 5.—Gale Signals.

One Symbol at yard-arm.

Annam Coast. | Gulf of Tongking to Swatow. | Formosan Channel. | Formosa to Yangtze. | Yangtze to Shantung Promontory. | Gulf of Pechili and Yalu Gulf. | Sea of Japan. | North of Hokkaido. | East Coast of Japan. | South of Kiushu.

It is important that seamen should realise that the position of the centre of the typhoon as signalled is the position according to the data possessed by the Royal 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 is 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.

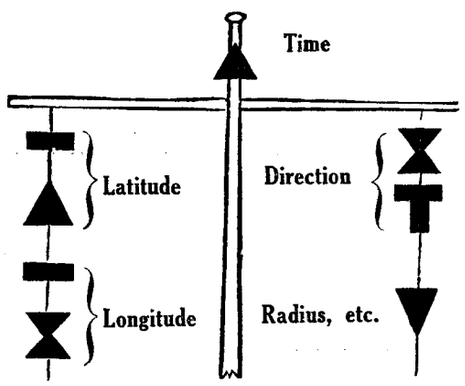
The several tracks which a typhoon may follow in the several months are very varied, and the velocity of progression is liable to be erratic. It is not safe to count on a typhoon maintaining a velocity indicated by previous positions of its centre. The velocity is liable to increase very suddenly. Seamen 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 Recurving.				After Recurving.			
	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	15	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

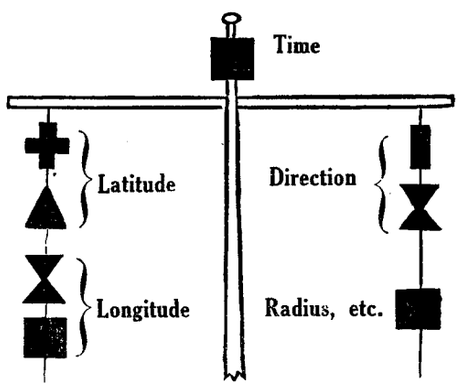
Seamen should realise that, whatever may be the *probability* of a certain velocity in a given case, there is always the *possibility* that it may be greatly exceeded. The safest guide is to make allowance for extreme velocity.

TYPHOON SIGNAL.



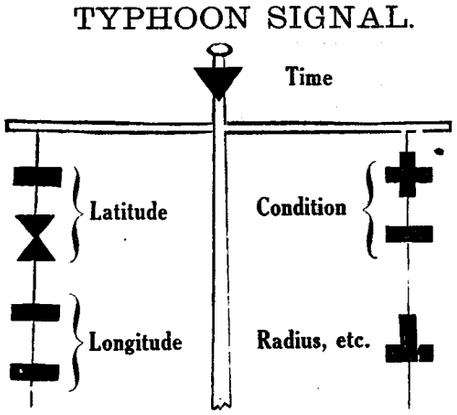
A severe typhoon within 30 miles of lat. 26° N., long. 120° E., travelling N.E. Warning issued this morning.

DEPRESSION SIGNAL.



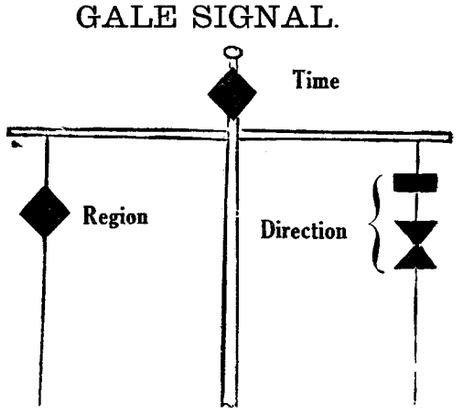
A continental depression in lat. 56° N., long. 109° E., travelling E.S.E. Warning issued yesterday morning.

TYPHOON SIGNAL.



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

GALE SIGNAL.



The north coast of Hokkaido threatened by a gale from S.W. Warning issued yesterday afternoon.