

DGO-27
1500

115813

India Meteorological Department

CODE OF STORM WARNING SIGNALS

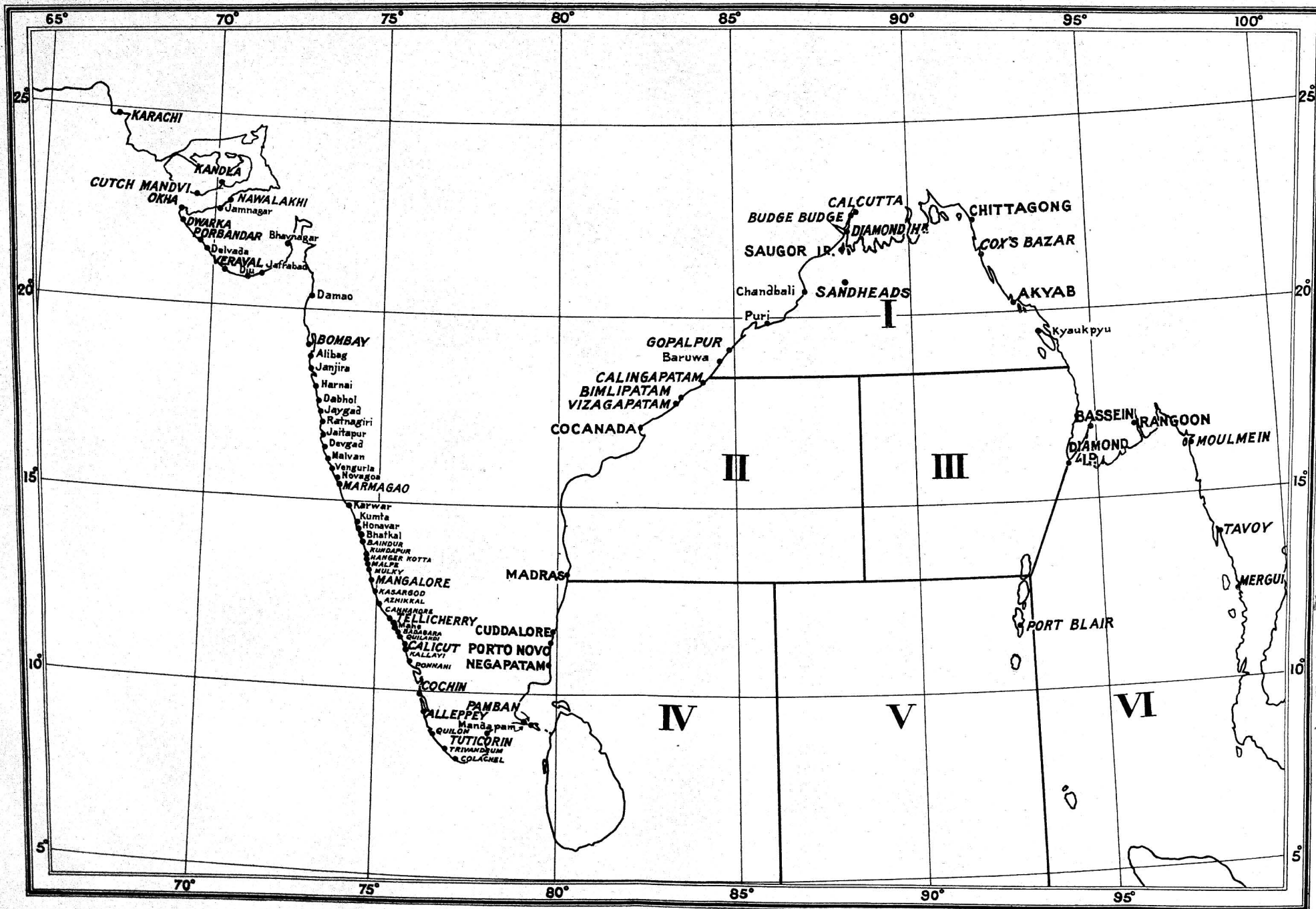
FOR USE AT

INDIAN MARITIME PORTS

(FOURTH EDITION, 1936)

U2885.2. N36
N37
414061.

INDIAN PORTS



PORTS AT WHICH THE BRIEF SYSTEM IS USED SHOWN THUS.....● Karwar.
 " " " " GENERAL " " " "● BOMBAY.
 " " " " EXTENDED " " " "● MADRAS.
 " NOT DIRECTLY WARNED BY THE DEPARTMENT " " " "● CANNANORE.

INDIA METEOROLOGICAL DEPARTMENT.

Code of Storm Warning Signals for use at Indian Maritime Ports, fourth edition, 1936.

Correction Slip 2.

Dated, Poona, the 23rd December 1937.

Frontispiece-

Delete "Delvada", between "Porbandar" and "Veraval".

Between "Diu" and "Jafrabad", at lat. $20^{\circ} 44'$ N., long. $71^{\circ} 05'$ E., enter, in the lettering for Brief Ports: "Navabandar".

Change the lettering of "Badagara" and "Ponnani" from the present type to the type used for Brief Ports, the two ports having been taken under the Brief System.

Page 10, Table I, under General System, put mark \neq before "Tellicherry".

Page 10, " " " Brief System, 2nd line, delete "Delvada" and insert "Navabandar" between "Diu" and "Jafrabad".

Page 10, " " " " " below "Mahé", add "Badagara" and below this "Ponnani".

Page 10, foot-notes, lines 6 and 7 delete "Ponnani", "Cannanore" and "Badagara".

Page 10, foot-notes, add the following foot-note at the end:-

\neq This port transmits storm warnings to Cannanore.

GOVERNMENT OF INDIA
METEOROLOGICAL DEPARTMENT

CODE OF STORM WARNING SIGNALS

FOR USE AT

INDIAN MARITIME PORTS

(FOURTH EDITION, 1936)



DELHI: MANAGER OF PUBLICATIONS
1937

Price As. 6/ or 8d.

List of Agents from whom Government of India Publications are available.

ENGLAND.

THE HIGH COMMISSIONER FOR INDIA, INDIA HOUSE, ALDWYCH, LONDON, W.C. 2.

PALESTINE.

Steinmatsky, Jerusalem.

INDIA.

(a) PROVINCIAL GOVERNMENT BOOK DEPOTS.

- MADRAS** :—Superintendent, Government Press, Mount Road, Madras.
BOMBAY :—Superintendent, Government Printing and Stationery, Queen's Road, Bombay.
SIND :—Manager, Sind Government Book Depot and Record Office, Karachi (Sadar).
UNITED PROVINCES OF AGRA AND OUDH :—Superintendent of Government Press, United Provinces of Agra and Oudh, Allahabad.
PUNJAB :—Superintendent, Government Printing, Punjab, Lahore.
BURMA :—Superintendent, Government Printing, Burma, Rangoon.
CENTRAL PROVINCES AND BERRAR :—Superintendent, Government Printing, Central Provinces, Nagpur.
ASSAM :—Superintendent, Assam Secretariat Press, Shillong.
BIHAR AND ORISSA :—Superintendent, Government Printing, Bihar and Orissa, P. O. Gulzarbagh, Patna.
NORTH-WEST FRONTIER PROVINCE :—Manager, Government Printing and Stationery, Peshawar.

(b) PRIVATE BOOK-SELLERS.

- Aero Stores, Karachi City.*
 Albert Library, Dacca.
 Banerjee & Bros., Ranchi, Messrs. G.
 Banthiya & Co., Ltd., Station Road, Ajmer.
 Bengal Flying Club, Dum Dum Cantt.*
 Bhawanani & Sons, New Delhi.
 Book Company, Calcutta.
 Booklover's Resort, Taikad, Trivandrum, South India.
 Burma Book Club, Ltd., Rangoon.
 Butterworth & Co. (India), Ltd., Calcutta.
 Calcutta Book Agency, 16-1 Shama Charan Dey Street, Calcutta.
 Chatterjee & Co., 3, Bacharam Chatterjee Lane, Calcutta.
 Chukerverty, Chatterjee & Co., Ltd., 13, College Square, Calcutta.
 City Book Co., Madras.
 City Book House, Meston Road, Cawnpore.
 Commercial Book Co., Lahore.
 Das Gupta & Co., 54/3, College Street, Calcutta.
 Deccan Bookstall, Poonas 4.
 Delhi and U. P. Flying Club, Ltd., Delhi.*
 English Book Depot, Ferozporc.
 English Book Depot, Taj Road, Agra, and Saddar Bazar, Jhansi.
 English Book Depot, Bank Road, Ambala Cantonment and Kasauli.
 English Bookstall, Karachi.
 Fakir Chand Marwah, Peshawar Cantonment.
 Fono Book Agency, Simla.
 Gaya Prasad & Sons, Agra.
 Grantha Mandir, Cuttack.
 Higginbothams, Madras.
 Hindu Library, 137-F, Balasore De Street, Calcutta.
 Hyderabad Book Depot, Chatterghat, Hyderabad (Deccan).
 Imperial Book Depot and Press, near Jama Masjid (Machhi-walan), Delhi.
 Indian Army Book Depot, Dayalbagh, Agra.
 Indian Army Book Depot, Jullundur City and Daryaganj, Delhi.
 Indian Book Shop, Benares City.
 Indian School Supply Depot, Central Avenue, South, P. O. Dharamtala, Calcutta.
 Insurance Publicity Co., Ltd., Lahore.
 International Book Service, Poonas 4.
 Jaina & Bros., Mori Gate, Delhi, and Connaught Place, New Delhi, Messrs. J. M.
 James Murray & Co., 12, Govt. Place, Calcutta (for Meteorological publications only).
 Kall Charan & Co., Municipal Market, Calcutta.
 Kamala Book Depot, 15, College Square, Calcutta.
 Kamala Book Stores, Bankipore, Patna.
 Karnataka Publishing House, Bangalore City.
 Keale & Co., Karachi.
 Krishnaswami & Co., Teppakulam P. O., Trichinopoly Fort, Messrs. S.
 Lahiri & Co., Calcutta, Messrs. S. K.
 Law Printing House, 11, Mount Road, Madras.
 Law Publishing Co., Mylapore, Madras.
 Lawrence and Mayo, Ltd., Bombay (for Meteorological publications only).
 Local Self-Govt. Institute, Bombay.
 London Book Co. (India), Arbab Road, Peshawar, Murree, Nowshera and Rawalpindi.
 London Book Depot, B. I. Bazar, Bareilly, U. P.
 Malhotra & Co., Post Box No. 94, Lahore, Messrs. U. P.
 Manserva Book Shop, Anarkali Street, Lahore.
 Modern Book Depot, Bazar Road, Sialkot Cantonment.
 Mohanlal Dossabhai Shah, Rajkot.
 Motilal Banarsi Das, Oriental Book Depot, Saidmitha Street, Lahore.
 Nandkishore & Bros., Chowk, Benares City.
 Nateson & Co., Publishers, George Town, Madras, Messrs. G. A.
 New Book Co., "Kitab Mahal," 192, Hornby Road, Bombay.
 Newman & Co., Ltd., Calcutta, Messrs. W.
 North India Christian Tract and Book Society, 18, Clive Road, Allahabad.
 Oriental Book Supplying Agency, 15, Shukrawar, Poonas City.
 Oxford Book and Stationery Company, Delhi, Lahore, Simla, Meerut and Calcutta.
 Parikh & Co., Baroda, Messrs. B.
 Pioneer Book Supply Co., 20, Shib Narayan Das Lane, Calcutta, and 219, Cloth Market, Delhi.
 Popular Book Depot, Grant Road, Bombay.
 Punjab Religious Book Society, Lahore.
 Raghunath Prasad & Sons, Patna City.
 Ram Krishna Bros., Opposite Bishrambag, Poonas City.
 Ram Narain Lal, Katra, Allahabad.
 Rama Krishna & Sons, Book-sellers, Anarkali, Lahore.
 Ramesh Book Depot, Stationery Mart, Kashmere Gate, Delhi.
 Ray & Sons, 43, K. & L. Edwardes Road, Rawalpindi, Murree and Peshawar, Messrs. J.
 Ray Chowdhury & Co., 119, Ashutosh Mukherjee Road, Bhowanipur, Calcutta.
 Rochoose & Sons, Madras.
 Roy Chowdhury & Co., 11, College Square, Calcutta, Messrs. N. M.
 Sampson William & Co., 127-B, The Mall, Cawnpore.
 Sarkar & Sons, 15, College Square, Calcutta, Messrs. M. C.
 Sarkar & Co., Ltd., 18, Shama Charan Dey Street and 8/2, Hastings Street, Calcutta, Messrs. P. C.
 Scientific Publishing Co., 9, Taltola Lane, Calcutta.
 Seshachalam & Co., Masulipatam, Messrs. M.
 Shivji & Co., P. O. Chauhanigaj, Cuttack.
 Shri Shankar Karnataka Pustaka Bhandara, Malamuddi, Dharwar.
 S. P. Bookstall, 21, Budhwar, Poonas.
 Standard Book Depot, Lahore, Dalhousie and Delhi.
 Standard Bookstall, Karachi.
 Standard Bookstall, Quetta.
 Standard Law Book Society, 5, Hastings Street, Calcutta.
 Standard Literature Company, Ltd., Calcutta.
 Students' Popular Depot, Kachari Road, Lahore.
 Surat and District Trading Society, Surat.
 Taraporevala Sons & Co., Bombay, Messrs. D. B.
 Thacker & Co., Ltd., Bombay.
 Thacker, Spink & Co., Ltd., Calcutta and Simla.
 Tripathi & Co., Book-sellers, Princess Street, Kalbadevi Road, Bombay, Messrs. N. M.
 Union Stores, Indore City.
 University Book Agency, Kachari Road, Lahore.
 Upper India Publishing House, Ltd., Literature Palace, Ammuddaula Park, Lucknow.
 Varadachary & Co., Madras, Messrs. P.
 Venkatasubban, A., Law Book-seller, Vellore.
 Wheeler & Co., Allahabad, Calcutta and Bombay, Messrs. A. H.
 Young Man & Co., Ajmer, and Egerton Road, Delhi.

* Agents for publications on Aviation only.

V2835.2.186

187

CONTENTS

Map : The Indian Coast-line, showing Ports	<i>Frontispiece</i>
Introduction	PAGE 1
The Signals, and the Systems to which they belong.	
I. The General System	„ 2
II. The Brief System	„ 5
III. The Extended System	„ 6
Appendices.	
A. Shapes and Specifications of the Signals	„ 8
B. Maritime Ports at which Storm Warning Signals are hoisted :	
Table I. Arabian Sea Ports	„ 10
Table II. Bay of Bengal Ports	„ 11

INTRODUCTION.

In the present system of giving information to ports regarding weather at sea, the meaning of any given signal is the same throughout the Indian seas, the only lack of uniformity being that a larger or a smaller number of signals is in use in the different systems to which the ports belong.*

The Meteorological Department issues to the Port Officers mentioned in Appendix B all necessary warnings and the latest information with respect to disturbances in the Indian seas. Ships' officers may therefore apply to the Port Officers for details, to supplement the indications of the signals displayed; they will also receive detailed information in the broadcast weather bulletins issued by the Meteorological Department through coastal radio stations.

The system of storm warnings at ports may be briefly described as consisting of—

- (a) a *General System* of eleven signals,
 - two of which indicate the existence of distant disturbed weather,
 - eight indicate that local bad weather threatens the port,
 - and the remaining one indicates that communication with the Meteorological Department has broken down and that, in the opinion of the local officer, there is danger of bad weather.
- (b) a *Brief System*, consisting of five only of the above signals. This system is used at ports frequented mainly by smaller vessels engaged in local traffic.
- (c) an *Extended System*, which, in addition to the signals of the General System, includes signals to indicate the position of the disturbance. This system is in use only at certain ports on the Bay of Bengal.

The Arabian Sea and Bay of Bengal Ports where one or other of these systems of signals is in force are given in Appendix B and are also shown on the map (*frontispiece*).

The Poona Meteorological Office is the warning centre for the Arabian Sea, and the Calcutta Meteorological Office for the Bay of Bengal.

* For the inland waters of the Ganges Delta, there is a separate system, of which a description will be found in the Code of Storm Warnings to Ganges Delta Ports and River and Police Stations, published separately.

THE SIGNALS, AND THE SYSTEMS TO WHICH THEY BELONG.

I.—GENERAL SYSTEM.

(a) DISTANT SIGNALS.

These indicate that ships may be exposed to danger after they have left the harbour.*

CAUTIONARY. *There is a region of squally weather in which a storm may be forming.*

NOTE.—This signal is hoisted at ports so situated with reference to the disturbed weather that a ship leaving the port might run into danger during its voyage.

If one of the later mentioned signals is not more appropriate and has not already been hoisted, this signal is hoisted at Arabian Sea ports also when a disturbance from the Bay of Bengal is crossing the Peninsula and may develop into a cyclone after entering the Arabian Sea.

WARNING. *A storm has formed.*

NOTE.—This signal is hoisted when there is no immediate danger of the port itself being affected, but ships leaving the port might run into the storm.

Signal
No.

Day.

Night.

I



II



* But, if in addition to such distant warnings, there is risk of the port experiencing bad weather, the appropriate *local signals are hoisted* in preference to distant signals. For instance, if a port is threatened by squally weather although the storm centre is far away from it, the Local Cautionary signal, III, will be hoisted instead of the Distant Warning signal, II. In general, if the weather situation warrants either of two or three signals, then the highest-numbered signal will be hoisted.

I.—GENERAL SYSTEM. *Continued.*Signal
No.

Day.

Night.

(b) LOCAL SIGNALS.

These indicate that the port itself and the ships in it are threatened.

CAUTIONARY. *The port is threatened by squally weather.*

III



WARNING. *The port is threatened by a storm, but it does not appear that the danger is as yet sufficiently great to justify extreme measures of precaution.*

IV



NOTE.—The existence of a storm can often be determined before its direction of motion can be fixed. In this case all those ports which the storm could possibly strike are warned by this signal.

DANGER. *The port will experience severe weather from a storm, of slight or moderate intensity, that is expected to cross the coast* to the south of the port (or to the east, in the case of Veraval, the Hooghly Ports, Diamond Island, Bassein, Rangoon and Port Blair).*

V











DANGER. *The port will experience severe weather from a storm, of slight or moderate intensity, that is expected to cross the coast* to the north of the port (or to the west in the case of Hooghly Ports, Chittagong, Rangoon, Moulmein, Karachi and Port Blair).*

VI



* In the case of Aden, for "cross the coast", read "pass".



I.—GENERAL SYSTEM. *Continued.*

	Signal No.	Day.	Night.
(b) LOCAL SIGNALS—contd.			
DANGER. <i>The port will experience severe weather from a storm, of slight or moderate intensity, that is expected to cross over or near to the port.</i>	VII		
GREAT DANGER. <i>The port will experience severe weather from a storm of great intensity that is expected to cross the coast* to the south of the port (or to the east in the case of Veraval, the Hooghly Ports, Diamond Island, Bassein, Rangoon and Port Blair).</i>	VIII		
GREAT DANGER. <i>The port will experience severe weather from a storm of great intensity that is expected to cross the coast* to the north of the port (or to the west in the case of the Hooghly Ports, Chittagong, Rangoon, Moulmein, Karachi and Port Blair).</i>	IX		
GREAT DANGER. <i>The port will experience severe weather from a storm of great intensity that is expected to cross over or near to the port.</i>	X		

* In the case of Aden, for "cross the coast", read "pass".











I.—GENERAL SYSTEM. · Concluded.

(b) LOCAL SIGNALS—concl'd.

	Signal No.	Day.	Night.
FAILURE OF COMMUNICATIONS. <i>Communications with the Meteorological warning centre have broken down, and the local officer considers that there is danger of bad weather.</i>	XI		

II.—BRIEF SYSTEM.

In the Brief System only one of the five following signals is hoisted, and the Port Officers are kept informed of the prospects of local bad weather associated with any disturbance in the sea, for the general information of shipping.

	Signal No.	Day.	Night.
CAUTIONARY	III		
WARNING	IV		
DANGER	VII		
GREAT DANGER	X		
FAILURE OF COMMUNICATION .	XI		

III.—EXTENDED SYSTEM.

Special signals, in addition to those of the General System, are exhibited at certain ports in the Bay of Bengal belonging to the Extended System.*

If the port itself is threatened, only the appropriate *Local* signals of the General System are hoisted.

But, if there is an area of squally weather or a storm that does *not* threaten the port, the *Distant* Cautionary or *Distant* Warning signal of the General System is hoisted, and one or more of the *Locality* signals (described in the next para.) are hoisted under the Distant signals, to indicate the position of the disturbance in the Bay.

The following shapes, when hung below a Distant Cautionary or Warning signal, become *Locality* signals, indicating the six divisions into which the Bay of Bengal (see map, *frontispiece*) has been divided for this purpose.†

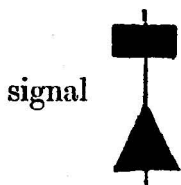
Signal						
Section	I	II	III	IV	V	VI

* In the Bay of Bengal, it is possible to locate the area of bad weather with some degree of certainty even when it is far from the coast. This is not the case in the Arabian Sea, the conditions over which have to be inferred from the observatories on the west coast of India only. *Locality* signals are therefore at present limited to the Bay area.

† The divisions may be defined as follows :—

- I.—Contains the area north of lat. $18\frac{1}{2}^{\circ}$ N. ;
- II.—Lies south of I ; and is bounded on the south by lat. 13° N. and to the east by long. $88\frac{1}{2}^{\circ}$ E. ;
- III.—Lies south of I and east of II ; it is bounded to the south by lat. 13° N. and to the east by a line from the point, lat. 13° N., long. 93° E., to Diamond Island, the Arakan coast and thence up to lat. $18\frac{1}{2}^{\circ}$ N. ;
- IV.—Lies south of II and west of long. 86° E. ;
- V.—Lies east of IV, south of II, III and west of long. 93° E. ;
- VI.—Lies east of III and V, and represents the Andaman Sea.

Thus, if there is squally weather in section V of the Bay, the



signal would be hoisted at the various ports; and, if a storm

has formed in section II, the signal



would be hoisted at all ports

which were not directly threatened. As already stated, the ports directly threatened would hoist one or other of the *local* signals.

The Meteorological Department endeavours to keep the number of Locality signals on each hoist as small as possible, and generally the number of only that section in which the *centre* of the storm is situated is given in the Warning Telegram.

If however the centre of the storm is near the boundary of a division, *two* Locality signals are asked to be hoisted, the first indicating the division in which the centre is thought to be situated and the second the division nearest to the first.

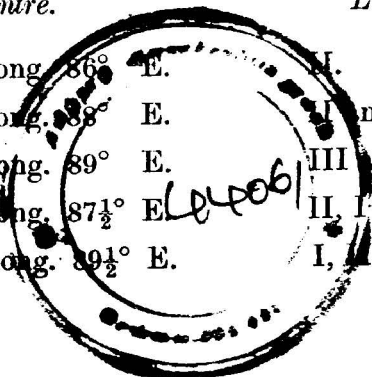
In the event of a storm centre being near the corner where three divisions meet, *three* Locality signals are asked to be hoisted, the first indicating the division in which the storm is estimated to be centred, the second the nearest adjoining division, and the third the remaining division.

Examples :

Storm centre.

Locality signals.

Lat. 16° N. Long. 86° E.	I.
Lat. 16° N. Long. 88° E.	I and III.
Lat. 16° N. Long. 89° E.	III and II.
Lat. 18° N. Long. 87½° E.	II, I and III.
Lat. 19° N. Long. 89½° E.	I, II and II.



APPENDIX A.

THE SHAPES AND SPECIFICATIONS OF THE SIGNALS.

I. DAY SIGNALS.

(a) All *Distant* signals, and only *Distant* signals, have a *bar*, either horizontal or vertical, as their upper member.

(b) All *Local* signals, and only *Local* signals, have a *triangle* or an *hour-glass* as their upper member.

(c) *Cautionary* and *Warning* signals, *Distant* and *Local*, consist of only *one* member; *except* at ports in the Bay of Bengal using the *Extended System*, where additional members are hung below the *Distant Cautionary* or *Warning* signal, to indicate the position of the disturbances.

(d) Both *Danger* and *Great Danger* signals consist of two members each, the *lower* of which is, in the case of *Danger* always a *diamond*, and in the case of *Great Danger* always a *vertical bar*, indicating the severity of the storm, while the upper, which is always a *triangle* or *hour-glass*, indicates where, with respect to the port, the storm is expected to cross the coast,

the triangle pointing *up* indicating *north*, and

the triangle pointing *down* indicating *south*,

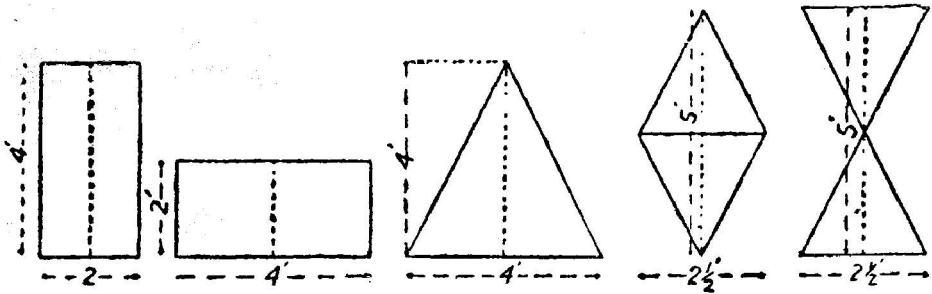
the hour-glass indicating *at or near* the port.

(e) The failure of communication signal consists of an *hour-glass* only.

(f) The standard specifications and sizes of the various shapes which make up the signals are as detailed below :—

1. *Horizontal bar*. A drum 4 feet in diameter with its (vertical) axis 2 feet long.
2. *Vertical bar*. A drum 2 feet in diameter with its (vertical) axis 4 feet long.
3. *Triangle*. A cone of circular base 4 feet in diameter and its (vertical) axis 4 feet long.
4. *Diamond*. Two cones, each with a circular base $2\frac{1}{2}$ feet in diameter and an axis $2\frac{1}{2}$ feet long, attached base to base. Thus this shape is 5 feet in height and $2\frac{1}{2}$ feet in maximum diameter.

5. *Hour-glass.* Two cones, similar in all respects to those of the diamond, attached vertex to vertex. Thus this shape is also 5 feet in height and $2\frac{1}{2}$ feet in its end diameters.



- (g) The *distance* between two shapes should be 3 feet.

II. NIGHT SIGNALS.

- (a) The *Failure of communication* signal consists of *one* lamp.
- (b) The *Cautionary* and *Warning* signals consist of *two* lamps each.
- (c) The *Danger* and *Great Danger* signals consist of *three* lamps each.
- (d) The *intensity* of danger is indicated by the *number* of red lamps; thus, in the *Danger* signals there is only one red lamp; in the *Great Danger* signals there are two red lamps.
- (e) The *positions* of the red lamps in a *Danger* or *Great Danger* signal, indicate where, with respect to the port, the storm is likely to cross the coast. When the storm is expected to pass to the *north*, the red lamp or lamps are in the *upper* part of the signal; when to the *south*, they are in the *lower* part of the signal. When the storm is expected to pass *over* the port, the red lamp is at the *middle*, or the two red lamps are *symmetrical* about the *middle*.
- (f) The *distance* between two lamps should be 6 feet,

APPENDIX B.

MARITIME PORTS AT WHICH STORM WARNING SIGNALS
ARE HOISTED.

TABLE I.

ARABIAN SEA PORTS.

(NOTE. All telegrams issued to the Port authorities are addressed :
CYCLONE, followed by the name of the port.)

<i>General System.</i>	<i>Brief System.</i>
Karachi.	Jamnagar.
Cutch Mandvi.	Delvada.
Kandla.	Diu.
Nawalakhi.	Jafrabad.
Okha.	Bhavnagar.
Dwarka.	Damao.
Porbandar.	Alibag.
Veraval.	Janjira.
Bombay.	Harnai.
Marmagao .	Dabhol.
*Mangalore.	Jaygad.
Tellicherry.	Ratnagiri.
*Calicut.	Jaitapur.
Cochin.	Devgad.
†Alleppey.	Malvan.
	Vengurla.
	Nova Goa.
	Karwar.
	Kumta.
	Honavar.
	Bhatkal.
	Mahé.

* On receipt of warnings, the Port Officers at *Mangalore* and *Calicut* transmit suitable warnings to the following smaller ports within their respective jurisdictions :

The Port Officer, *Mangalore*, to Kasargod, Mulky, Malpe, Hangar Kotta, Kundapur and Baidur.

The Port Officer, *Calicut*, to Ponnani, Quilandi, Azhikkal, Cannanore, Kallayi and Badagara.

† This port transmits information to the ports Quilon, Tuticorin, Trivandrum and Colachel, which are under its jurisdiction,

**Code of Storm Warning Signals for use at Indian Maritime
Ports, fourth edition, 1936.**

Correction Slip 1.

Frontispiece—

At lat. $16^{\circ} 11' N.$, long. $81^{\circ} 08' E.$, *enter* in the same lettering as other Brief
Ports: Masulipatam.

Page 11, Table II—

Under Brief System, below Baruwa, *add*: Masulipatam.

METEOROLOGICAL OFFICE, POONA 5, }

1st. February, 1937.

APPENDIX B. *Continued.***MARITIME PORTS AT WHICH STORM WARNING SIGNALS
ARE HOISTED.****TABLE II.****BAY OF BENGAL PORTS.**

(NOTE. All telegrams issued to the Port authorities are addressed :
WHIRLWIND, followed by the name of the port.)

<i>Extended System.</i>	<i>General System.</i>	<i>Brief System.</i>
Rangoon.	Port Blair.	Chandbali.
Diamond Island.	Mergui.	Puri.
Akyab.	Moulmein.	Baruwa.
Chittagong.	Cox's Bazar.	
Saugor Island.	Calcutta.	
Cocanada.	Budge Budge.	
Madras.	Diamond Harbour.	
Cuddalore.	Gopalpur.	
Porto Novo.	Calingapatam.	
Negapatam.	Bimlipatam.	
	Vizagapatam.	
	Pamban.	
	Tuticorin.	

The following receive information *but hoist no signals* :

Bassein.

Tavoy.
Sandheads.Mandapam.
Kyaukpyu.

