H. O. No. 87

INTERNATIONAL CODE OF SIGNALS

[AMERICAN EDITION]

Vol. I.—VISUAL

1931

U. S. NAVY HYDROGRAPHIC OFFICE

WASHINGTON, D. C.

INTERNATIONAL FLAGS AND PENNANTS

ALPHABET FLAGS			NUMERAL PENNANTS

Alfa	Kilo	Uniform	1
Speed Trial	*Stop Instantly*	*Standing into danger*	
Bravo	Lima	Victor	2
Explosives	*Stop, Something to Communicate*	*Require Assistance*	
Charlie	Mike	Whis-key	3
Yes	*Doctor on Board*	*Require Medical Assistance*	
Delta	Novem-ber	Xray	4
Keep Clear	*No*	*Stop Your Intention*	
Echo	Oscar	Yankee	5
Altering Course to Starboard	*Man Overboard*	*Carrying Mails*	
Foxtrot	Papa	Zulu	6
Disabled	*About to Sail (Lights out)*	*Shore Stations*	
Golf	Quebec	**REPEATERS**	7
Want a Pilot	*Request Pratique*	1st Repeat	
Hotel	Romeo	2nd Repeat	8
Pilot on Board	*Way is off my ship*		
India	Sierra	3rd Repeat	9
Altering Course to Port	*Going full speed astern*		
Juliet	Tango	**CODE**	0
Semaphore	*Do not pass ahead of me*	*Code and Answering Pennant (Decimal Point)*	

XXXX

QRA – THE NAME OF MY STATION IS .....

QRB – APPROX DISTANCE BETWEEN OUR STATIONS
      IS........

QRD – I AM BOUND FOR .....FROM ......

QRE – MY EST TOA AT.......IS......

QSC – I AM A CARGO VESSEL

QSQ – I HAVE A DOCTOR ON BOARD

QTE – YOUR TRUE BEARING FROM ME IS ....AT...

QTF – THE POSIT OF YOUR STATION ACCORDING
      TO BEARINGS TAKEN BY THE DF STATIONS
      WHICH I CONTROL WAS ...LAT...LONG,
      CLASS....AT......HOURS

QTH–MY POSIT IS ...LAT...LONG

QTI – MY TRUE TRACK IS .....DEG

QTJ – MY SPEED IS .....KTS

QTL – MY TRUE HEADING IS .....DEG

QTM – MY MAGNETIC HEADING IS ....DEG

QTN – I DEPARTED FROM .....AT .....HRS

QTP – I AM GOING TO ENTER DOCK (OR PORT)

QTO – I HAVE LEFT DOCK (OR PORT)

QTR – THE CORRECT TIME IS ....HOURS

NOTE: THE Q SIGNAL FOLLOWED BY QUESTION
       SIGN XXXXXXXM(.._ _..) CHANGES THE
       ABOVE TO A QUESTION, I.E.,:

QRD .._ _ .. WHERE ARE YOU BOUND?

USNS GEN. E.D. PATRICK

The 1931
International Code of Signals

American Edition

(Reprinted 1956)

Volume I

For Visual and Sound Signaling

Published by the U. S. Navy Hydrographic Office under
the authority of the Secretary of the Navy

*Address All Reports of Errors and Suggestions For Additions or Improvements
to Chief of Naval Operations, Navy Department, Washington, D. C.*

| Station | Nationality | Assigned position | | Inter-national call [1] | Radiobeacon | |
		Latitude	Longitude		Identi-fication	Frequency (kc/s)
NOVEMBER____	U.S._____	30°00′ N.	140°00′ W.	4YN	YN [2]	335
PAPA_____	Canada__	50°00′ N.	145°00′ W.	4YP	YP [2]	388
VICTOR_____	U.S._____	34°00′ N.	164°00′ E.	4YV	YV [2]	391

[1] The collective call sign for any or all United States ocean station vessels in the Pacific is NDLZ.
[2] Operates: H+05, 20, 35, and 50.   Also on request.

(N.M. 1/63.)

(U.S. Coast Guard, Washington, D.C.).

PREFACE

Codes of signals for the use of mariners have been published in various countries since the beginning of the nineteenth century. Previous to the year 1857 there were a number of codes of signals in use published through individual enterprise. The code most used by American vessels was that of Henry J. Rogers, of Baltimore, Md., published in 1854.

The first International Code was drafted in 1855 by a committee set up by the British Board of Trade "To enquire into and report upon the subject of a Code of Signals to be used at sea." This committee put forward a draft code which contained 70,000 signals. The flags, therefore, were increased to 18, which represented the consonants of the alphabet, with the exception of X and Z.

This new code was published by the board of trade in 1857 in two parts. The first part of the book contained universal and international signals, and the second part British signals. The book was adopted by most of the seafaring nations and, contrary to the intention of the framers of the code, translations were made of the British, as well as the international signals.

This edition lasted for roughly 30 years, and a committee was set up by the British Board of Trade in 1887 "To bring the international signal book up to date." The first report of the committee was published in 1889, and their proposals were discussed by the principal maritime powers and at the International Conference in Washington in the same year.

As a result of these discussions many changes were made in the committee's report. The flags were increased to 26, one for each letter of the alphabet, and the code or answering pennant. As a result of this increase in the number of flags, many of the more important signals could be made by single or 2-flag hoists, general signals by 3-flag hoists, and geographical signals by 4-flag hoists. This edition was completed in 1897 and was forwarded to all maritime powers, some of whom caused translations of it to be prepared.

This edition of the International Code of Signals was put to a very severe test during the 1914–1918 War. Ships of various nations constantly came in contact with one another and had to exchange messages during operations for mine-sweeping, patrolling, convoying, or examination. The book did not stand the test. It was not international. It was found that, when coding signals, word by word, the occasions upon which signaling failed were more numerous than those when the result was successful.

After the war the British Government proposed that the revision of the International Code of Signals should be considered by the International Radiotelegraph Conference, which was due to be held at Washington in 1927. For this purpose they put forward, in cooperation with the Governments of France, Italy, Japan, and the United States of America, revised rules for the conduct of signaling and a draft code in English, French, and Italian.

The chief changes decided upon by the Washington Conference were as follows:

(a) The code should be compiled in two volumes, one for use by radiotelegraphy, the other by visual signaling.

(b) The flags were increased by the addition of 10 numeral pennants and 3 substitute (repeater) flags. The use of the numeral pennants will render the signaling of numbers, times, latitude, longitude, courses, bearing, etc. quick and simple, without making use of code groups. The three substitutes, (repeaters) will render it possible to use any combination of four letters or four figures.

(c) The system of Morse signaling was amended by the introduction of procedure signals and brought into line with radiotelegraphy, as far as possible and practicable.

(d) The use of the distant signals and of fixed semaphore was abandoned.

(e) The signal letters of ships should be the same as their radio call signs and consist of four letters which definitely indicate the nationality of the ship concerned.

The conference decided that every effort should be made to render the code international and that there should be seven editorial editions of the code, namely, in English, French, German, Italian, Japanese, Spanish, and one Scandinavian language, and that it was necessary that representatives of these nations should meet together in order to compile these editorial editions simultaneously and conjointly. They further recommended that the British Government should be requested to undertake this work and that each of the Governments concerned should be asked to send representatives to London for the purpose. After discussion among themselves, the Scandinavian Governments decided that Norwegian should be the representative Scandinavian language.

The Editorial Committee assembled in London in October 1928, and completed the compilation of the codes in December 1930.

CONTENTS

(v)

SIGNALING INSTRUCTIONS

NOTE.—Throughout these Instructions the term "Ship", except where otherwise specified, is to be understood as including aircraft, whether on the water or in the air, and the rules and procedure for signaling are equally applicable.

CHAPTER I. DEFINITIONS

ART. 1. *Visual signaling* is any method of above-water communication, the transmission of which is capable of being seen.

ART. 2. *Sound signaling* is any method of sending Morse signals by means of siren, whistle, foghorn, bell, or other sound apparatus.

ART. 3. *Message* applies to any communication sent either by land telegraph, sound signaling, visual signaling, radiotelegraphy, or radiotelephony.

ART. 4. *Coded message.*—A message in which the text consists of figures or letters in place of ordinary words.

ART. 5. *Plain language.*—A message whose meaning is intelligible without the assistance of a decode.

ART. 6. *Originator* is the authority who orders a message to be sent.

ART. 7. *Ship (or station) of origin* is that ship (or station) where the originator hands in a message for transmission, irrespective of the method of communication employed.

ART. 8. *Transmitting ship (or station)* is the ship (or station) by which a message is actually being made.

ART. 9. *Addressee* is the authority to whom a message is addressed.

ART. 10. *Ship (or station) of destination* is that ship (or station) in which the message is finally received by the addressee.

ART. 11. *Receiving ship (or station)* is the ship (or station) by which a message is actually being read.

ART. 12. *Procedure* denotes the rules drawn up for the conduct of signaling.

ART. 13. *Procedure signal* is a signal designed to facilitate the conduct of signaling. (See Ch. V.)

ART. 14. *Time of origin* is the time at which a message is ordered to be made.

ART. 15. *Time of dispatch* is the time at which the transmitting ship completes the transmission of the message.

ART. 16. *Time of receipt* is the time at which the receiving ship completes the reception of the message.

ART. 17. *Group* denotes one or more contiguous letters and/or numerals which in themselves compose a separate signal.

ART. 18. *Numeral group* consists of one or more numerals.

ART. 19. *Hoist* consists of one or more groups displayed from a single halyard.

ART. 20. *At the dip.*—A signal is said to be at the dip when it is hoisted about half of the full extent of the halyards.

ART. 21. *Close up.*—A signal is said to be close up when it is hoisted to the full extent of the halyards.

ART. 22. *Tackline* is a length of halyard about 6 feet long, used to separate each group of flags, which, if not so separated, would convey a different meaning to that intended.

ART. 23. *Bearings* made by a ship pointing out an object or referring to a position are always reckoned *from* the ship making the signal or *from* the point of departure, that is, *invariably toward the objective.*

ART. 24. *Bearings and courses* may be either true or magnetic, but will always be true unless otherwise stated.   (See arts. 53–56.)

ART. 25. *Bearing signal* consists of a numeral group preceded by the letter "X."   (See art. 55.)

ART. 26. *Relative bearing* is the direction with reference to the fore and aft line of the ship *from* which the bearing is taken; it may be measured in degrees or points from the bow to the stern on either side.   (See table on p. 46.)

ART. 27. *Course signal* consists of a numeral group preceded by an appropriate group from the code.   (See arts. 53–55.)

ART. 28. *Time signal* consists of a numeral group preceded by the letter "T."   (See art. 51.)

ART. 29. *Position signal* consists of a numeral group preceded by the letter "P."   (See art. 60.)

ART. 30. *Signal letters* are the letters assigned to a ship or aircraft for the purpose of identification.   (See arts. 41–43.)

CHAPTER II. METHODS OF SIGNALING

ART. 31. The methods of signaling which may be used are:

(a) Flag signaling, the flags used being these shown on Flag Plate A.

(b) Flashing light signaling, the International Morse code being employed.

(c) Sound signaling, the International Morse code being employed.

(d) Semaphore signaling.

FLAG SIGNALING

ART. 32. A set of signal flags consists of 26 alphabetical flags, 10 numeral pennants, 3 substitutes, and the answering pennant. These signal flags should conform as nearly as practicable to standard sizes and specifications.

Detailed instructions for signaling by flags are given in Chapter IV.

FLASHING LIGHT, SOUND SIGNALING, MORSE

ART. 33. When using the International Morse code (see Ch. V) the symbols representing the letters, numerals, signs, etc., are expressed by two elements called a dot (or a short) and a dash (or a long), which are signaled either singly or in combination. Whatever means of signaling in the Morse code is employed, the dots and dashes and spaces between them should be made to bear the following ratio one to another as regards their duration:

(a) A dot is taken as the unit.

(b) A dash is equivalent to three units.

(c) The space of time between any two elements of a symbol is equivalent to one unit; between two complete symbols is equivalent to three units; and between two words or groups is equivalent to five units.

This is termed spacing, and whatever may be the rate of sending, accuracy depends upon these ratios being adhered to.

ART. 34. In flashing light and sound signaling, while generally obeying the instructions laid down in Article 33, it is best to err on the side of making the dots rather shorter in their proportion to the dashes, as it then makes the distinction between those elements plainer; otherwise in very slow signaling it is hard to appreciate their relative lengths, because they do not follow one another sufficiently quickly to show their distinction by comparison.

ART. 35. The practical methods of using Morse are—

(a) When flashing, by exposing and obscuring a light.

(b) When sound signaling, by long or short blasts on the siren, whistle, foghorn, or other sound apparatus.

ART. 36. The standard rate of signaling by flashing light in the Morse code is to be regarded as eight words per minute.

Further instructions for signaling by flashing light are given in Chapter VI, and for signaling by sound in Chapter VII.

SEMAPHORE

ART. 37. Semaphore signals are made either by means of a mechanical semaphore or by means of a signalman holding a pair of flags in his hands and forming the letters and signs with his arms. Whichever method is employed, great care must be taken to form the letters and signs very accurately.

ART. 38. The standard rate of signaling by semaphore is to be regarded as eight words per minute.

Detailed instructions for signaling by semaphore are given in Chapter VIII.

CHAPTER III. GENERAL INSTRUCTIONS

DRAFTING MESSAGES

ART. 39. Persons who draft messages should make themselves conversant with the International Code so as to employ as far as possible wording for which phrases are provided. Failure to do this may necessitate the message being coded, word by word, owing to there being no groups allocated for the phrases used, in which case the time required for coding, transmitting, and decoding, and also the number of code groups used, will be considerably increased.

ORIGINATOR AND ADDRESSEE OF MESSAGES

ART. 40. Unless indicated to the contrary by the insertion of words at the beginning of the text, all messages between ships are to be understood as being made from the *master* of the ship of origin to the *master* of the ship of destination.

SIGNAL LETTERS

ART. 41. *For ships.*—The signal letters for ships are the same as their radio call signs and consist of four letters. The first letter or the first two letters indicate the nationality of the ship. A table showing the allocation of these initial letters is given below.

For aircraft.—Signal letters for aircraft are the same as their radio call signs and consist of five letters. The first letter or the first two letters indicate the nationality of the aircraft and may be termed "Nationality marks"; these are made up into signal letters or registration marks by the addition of three or four letters, in order to complete the group to five letters. In civil aircraft the complete 5-letter group will always be painted on the lower surface of the lower main plane and also on each side of the fuselage. A hyphen will separate the "Nationality mark" from the remaining three or four letters.

TABLE SHOWING INTERNATIONAL ALLOCATION OF INITIAL LETTERS OF SIGNAL LETTERS, CALL SIGNS, AND AIRCRAFT MARKINGS

Chile	CA—CE	Great Britain	G
Canada	CF—CK	Hungary	HA
Cuba	CL—CM	Swiss Confederation	HB
Morocco	CN	Ecuador	HC
Cuba	CO	Republic of Haiti	HH
Bolivia	CP	Dominican Republic	HI
Portuguese Colonies	CQ—CR	Republic of Colombia	HJ—HK
Portugal	CS—CU	Republic of Panama	HP
Uruguay	CV—CX	Republic of Honduras	HR
Canada	CY—CZ	Siam	HS
Germany	D	Vatican City State	HV
Spain	EA—EH	Hedjaz	HZ
Irish Free State	EI	Italy and Colonies	I
Republic of Liberia	EL	Japan	J
Persia	EP—EQ	United States of America	K
Estonia	ES	Norway	LA—LN
Ethiopia	ET	Argentine Republic	LO—LW
Territory of the Saar	EZ	Luxemburg	LX
France and Colonies and Protectorates	F	Lithuania	LY
		Bulgaria	LZ

CHAPTER III. GENERAL INSTRUCTIONS

DRAFTING MESSAGES

ART. 39. Persons who draft messages should make themselves conversant with the International Code so as to employ as far as possible wording for which phrases are provided. Failure to do this may necessitate the message being coded, word by word, owing to there being no groups allocated for the phrases used, in which case the time required for coding, transmitting, and decoding, and also the number of code groups used, will be considerably increased.

ORIGINATOR AND ADDRESSEE OF MESSAGES

ART. 40. Unless indicated to the contrary by the insertion of words at the beginning of the text, all messages between ships are to be understood as being made from the *master* of the ship of origin to the *master* of the ship of destination.

SIGNAL LETTERS

ART. 41. *For ships.*—The signal letters for ships are the same as their radio call signs and consist of four letters. The first letter or the first two letters indicate the nationality of the ship. A table showing the allocation of these initial letters is given below.

For aircraft.—Signal letters for aircraft are the same as their radio call signs and consist of five letters. The first letter or the first two letters indicate the nationality of the aircraft and may be termed "Nationality marks"; these are made up into signal letters or registration marks by the addition of three or four letters, in order to complete the group to five letters. In civil aircraft ᵗʰᵉ ᶜᵒᵐᵖˡᵉᵗᵉ ⁵ ˡᵉᵗᵗᵉʳ ᵍʳᵒᵘᵖ ʷᶦˡˡ ᵃˡʷᵃʸˢ ᵇᵉ ᵖᵃᶦⁿᵗᵉᵈ ᵒⁿ ᵗʰᵉ ˡᵒʷᵉʳ

surface of the lower main

the "Nationality mark" :

TABLE SHOWING IN SIGNAL LET1

(2204) NOTE—H.O. Pub. 103 (formerly 87) International Code of Signals, Vol. 1 (Visual) 1931 edition.—In accordance with the Administrative Radio Conferences at Geneva, 1959, the following Table of Allocation of International Call Sign Series has been adopted effective May 1, 1961. This table supersedes and replaces the table on pages 4 and 5 titled "Table Showing International Allocation of Initial Letters of Signal Letters, Call Signs, and Aircraft Markings."

Chile_____
Canada_____
Cuba_____
Morocco_____
Cuba_____
Bolivia_____
Portuguese Colonies_____
Portugal_____
Uruguay_____
Canada_____
Germany_____
Spain_____
Irish Free State_____
Republic of Liberia_____
Persia_____
Estonia_____
Ethiopia_____
Territory of the Saar_____
France and Colonies and Pr
   torates_____

Call sign series	Allocated to—
AAA–ALZ	United States of America
AMA–AOZ	Spain
APA–ASZ	Pakistan
ATA–AWZ	India (Republic of)
AXA–AXZ	Australia (Commonwealth of)
AYA–AZZ	Argentine (Republic)
BAA–BZZ	China
CAA–CEZ	Chile
CFA–CKZ	Canada
CLA–CMZ	Cuba
CNA–CNZ	Morocco (Kingdom of)
COA–COZ	Cuba
CPA–CPZ	Bolivia
CQA–CRZ	Portuguese Overseas Provinces
CSA–CUZ	Portugal
CVA–CXZ	Uruguay (Oriental Republic of)
CYA–CZZ	Canada
DAA–DTZ	Germany
DUA–DZZ	Philippines (Republic of the)
EAA–EHZ	Spain
EIA–EJZ	Ireland
EKA–EKZ	Union of Soviet Socialist Republics
ELA–ELZ	Liberia
EMA–EOZ	Union of Soviet Socialist Republics
EPA–EQZ	Iran
ERA–ERZ	Union of Soviet Socialist Republics
ESA–ESZ	Estonia
ETA–ETZ	Ethiopia
EUA–EWZ	Bielorussian Soviet Socialist Republic
EXA–EZZ	Union of Soviet Socialist Republics

Call sign series	Allocated to—
FAA–FZZ	France and Overseas States of the French Community and French Overseas Territories
GAA–GZZ	United Kingdom of Great Britain and Northern Ireland
HAA–HAZ	Hungarian People's Republic
HBA–HBZ	Switzerland (Confederation)
HCA–HDZ	Ecuador
HEA–HEZ	Switzerland (Confederation)
HFA–HFZ	Poland (People's Republic of)
HGA–HGZ	Hungarian People's Republic
HHA–HHZ	Haiti (Republic of)
HIA–HIZ	Dominican Republic
HJA–HKZ	Colombia (Republic of)
HLA–HMZ	Korea (Republic of)
HNA–HNZ	Iraq (Republic of)
HOA–HPZ	Panama
HQA–HRZ	Honduras (Republic of)
HSA–HSZ	Thailand
HTA–HTZ	Nicaragua
HUA–HUZ	El Salvador (Republic of)
HVA–HVZ	Vatican City State
HWA–HYZ	France and Overseas States of the French Community and French Overseas Territories
HZA–HZZ	Saudi Arabia (Kingdom of)
IAA–IZZ	Italy and Territories under mandate of U.N.
JAA–JSZ	Japan
JTA–JVZ	Mongolian People's Republic
JWA–JXZ	Norway
JYA–JYZ	Jordan (Hashemite Kingdom of)
JZA–JZZ	Netherlands New Guinea
KAA–KZZ	United States of America
LAA–LNZ	Norway
LOA–LWZ	Argentine Republic
LXA–LXZ	Luxembourg
LYA–LYZ	Lithuania
LZA–LZZ	Bulgaria (People's Republic of)
MAA–MZZ	United Kingdom of Great Britain and Northern Ireland
NAA–NZZ	United States of America
OAA–OCZ	Peru
ODA–ODZ	Lebanon
OEA–OEZ	Austria
OFA–OJZ	Finland
OKA–OMZ	Czechoslovakia
ONA–OTZ	Belgium
OUA–OZZ	Denmark
PAA–PIZ	Netherlands
PJA–PJZ	Netherlands Antilles
PKA–POZ	Indonesia (Republic of)
PPA–PYZ	Brazil
PZA–PZZ	Surinam
QAA–QZZ	(Service abbreviations)
RAA–RZZ	Union of Soviet Socialist Republics
SAA–SMZ	Sweden
SNA–SRZ	Poland (People's Republic of)
SSA–SSM	United Arab Republic (Egyptian Region)
SSN–STZ	Sudan (Republic of the)
SUA–SUZ	United Arab Republic (Egyptian Region)
SVA–SZZ	Greece
TAA–TCZ	Turkey
TDA–TDZ	Guatemala
TEA–TEZ	Costa Rica
TFA–TFZ	Iceland
TGA–TGZ	Guatemala

Call sign series	Allocated to—
THA–THZ	France and Overseas States of the French Community and French Overseas Territories
TIA–TIZ	Costa Rica
TJA–TJZ [1]	Republic of Cameroon
TKA–TKZ	France, Overseas States of the French Community and French Overseas Territories
TLA–TLZ [1]	Central African Republic
TMA–TMZ	France, Overseas States of the French Community and French Overseas Territories
TNA–TNZ [1]	Republic of the Congo (Brazzaville)
TOA–TQZ	France, Overseas States of the French Community and French Overseas Territories
TRA–TRZ [1]	Republic of Gabon
TSA–TSZ [2]	Tunisia
TTA–TTZ [1]	Republic of Chad
TUA–TUZ [1]	Republic of the Ivory Coast
TVA–TXZ	France, Overseas States of the French Community and French Overseas Territories
TYA–TYZ [1]	Republic of Dahomey
TZA–TZZ [1]	Republic of Mali
UAA–UQZ	Union of Soviet Socialist Republics
URA–UTZ	Ukrainian Soviet Socialist Republic
UUA–UZZ	Union of Soviet Socialist Republics
VAA–VGZ	Canada
VHA–VNZ	Australia (Commonwealth of)
VOA–VOZ	Canada
VPA–VSZ	Overseas Territories for the international relations of which the Government of the United Kingdom of Great Britain and Northern Ireland are responsible
VTA–VWZ	India (Republic of)
VXA–VYZ	Canada
VZA–VZZ	Australia (Commonwealth of)
WAA–WZZ	United States of America
XAA–XIZ	Mexico
XJA–XOZ	Canada
XPA–XPZ	Denmark
XQA–XRZ	Chile
XSA–XSZ	China
XTA–XTZ [1]	Republic of the Upper Volta
XUA–XUZ	Cambodia (Kingdom of)
XVA–XVZ	Viet-Nam (Republic of)
XWA–XWZ	Laos (Kingdom of)
XXA–XXZ	Portuguese Oversea Provinces
XYA–XZZ	Burma (Union of)
YAA–YAZ	Afghanistan
YBA–YHZ	Indonesia (Republic of)
YIA–YIZ	Iraq (Republic of)
YJA–YJZ	New Hebrides (Anglo-French Condominium)
YKA–YKZ	United Arab Republic (Syrian Region)
YLA–YLZ	Latvia
YMA–YMZ	Turkey
YNA–YNZ	Nicaragua
YOA–YRZ	Roumanian People's Republic
YSA–YSZ	El Salvador (Republic of)
YTA–YUZ	Yugoslavia (Federal People's Republic of)
YVA–YYZ	Venezuela (Republic of)
YZA–YZZ	Yugoslavia (Federal People's Republic of)
ZAA–ZAZ	Albania (People's Republic of)
ZBA–ZJZ	Overseas Territories for the international relations of which the Government of the United Kingdom of Great Britain

Call sign series	Allocated to—
ZNA–ZOZ	Overseas Territories for the international relations of which the Government of the United Kingdom of Great Britain and Northern Ireland are responsible
ZPA–ZPZ	Paraguay
ZQA–ZQZ	Overseas Territories for the international relations of which the Government of the United Kingdom of Great Britain and Northern Ireland are responsible
ZRA–ZUZ	Union of South Africa and Territory of South-West Africa
ZVA–ZZZ	Brazil
2AA–2ZZ	United Kingdom of Great Britain and Northern Ireland
3AA–3AZ	Monaco
3BA–3FZ	Canada
3GA–3GZ	Chile
3HA–3UZ	China
3VA–3VZ	Tunisia
3WA–3WZ	Viet-Nam (Republic of)
3XA–3XZ	Guinea (Republic of)
3YA–3YZ	Norway
3ZA–3ZZ	Poland (People's Republic of)
4AA–4CZ	Mexico
4DA–4IZ	Philippines (Republic of the)
4JA–4LZ	Union of Soviet Socialist Republics
4MA–4MZ	Venezuela (Republic of)
4NA–4OZ	Yugoslavia (Federal People's Republic of)
4PA–4SZ	Ceylon
4TA–4TZ	Peru
4UA–4UZ	United Nations (U.N.)
4VA–4VZ	Haiti (Republic of)
4WA–4WZ	Yemen
4XA–4XZ	Israel (State of)
4YA–4YZ	International Civil Aviation Organization (ICAO)
4ZA–4ZZ	Israel (State of)
5AA–5AZ	Libya (United Kingdom of)
5BA–5BZ	(Not allocated)
5CA–5GZ	Morocco (Kingdom of)
5HA–5IZ	(Not allocated)
5JA–5KZ	Colombia (Republic of)
5LA–5MZ	Liberia
5NA–5OZ [1]	Nigeria
5PA–5QZ	Denmark
5RA–5SZ [1]	Madagascan Republic
5TA–5TZ [1]	Islamic Republic of Mauretania
5UA–5UZ [1]	Republic of the Niger
5VA–5VZ [1]	Togolese Republic
5WA–5ZZ	(Not allocated)
6AA–6BZ	United Arab Republic (Egyptian Region)
6CA–6CZ	United Arab Republic (Syrian Region)
6DA–6JZ	Mexico
6KA–6NZ	Korea (Republic of)
6OA–6OZ	Somaliland
6PA–6SZ	Pakistan
6TA–6UZ	Sudan (Republic of the)
6VA–6WZ [1]	Senegal (Republic of)
6XA–6ZZ	(Not allocated)
7AA–7IZ	Indonesia (Republic of)
7JA–7NZ	Japan
7OA–7RZ	(Not allocated)
7SA–7SZ	Sweden
7TA–7YZ	(Not allocated)
7ZA–7ZZ	Saudi Arabia (Kingdom of)
8AA–8IZ	Indonesia (Republic of)
8JA–8NZ	Japan

Call sign series	Allocated to—
9A–8RZ	(Not allocated)
9A–8SZ	Sweden
9A–8YZ	India (Republic of)
9A–8ZZ	Saudi Arabia (Kingdom of)
9A–9AZ	San Marino (Republic of)
9A–9DZ	Iran
9A–9FZ	Ethiopia
9A–9GZ	Ghana
9A–9JZ	(Not allocated)
9A–9KZ	Kuwait
9A–9LZ	(Not allocated)
9A–9MZ	Malaya (Federation of)
9A–9NZ	Nepal
9A–9TZ	Congo (Republic of) (Leopoldville)
9A–9UZ	Territory of Ruanda-Urundi
9A–9ZZ	(Not allocated)

eat Britain	M	Commonwealth of Australia	VH—VM	
ited States of America	N	Newfoundland	VO	
ru_	OA—OC	British Colonies and Protector-		
stria	OE	ates	VP—VS	
aland	OF—OH	British India	VT—VW	
echoslovakia	OK	Canada	VX—VY	
lgium and Colonies	ON—OT	United States of America	W	
nmark	OU—OZ	Mexico	XA—XF	
therlands	PA—PI	China	XG—XU	
uracao	PJ	British India	XY—XZ	
itch East Indies	PK—PO	Afghanistan	YA	
azil	PP—PY	Dutch East Indies	YB—YH	
rinam	PZ	Iraq	YI	
bbreviations)	Q	New Hebrides	YJ	
ion of Soviet Socialist Repub-		Latvia	YL	
lics	R	Free City of Danzig	YM	
reden	SA—SM	Nicaragua	YN	
land	SO—SR	Rumania	YO—YR	
ypt	ST—SU	Republic of El Salvador	YS	
eece	SV—SZ	Yugoslavia	YT—YU	
irkey	TA—TC	Venezuela	YV—YW	
eland	TF	Albania	ZA	
uatemala	TG	British Colonies and Protector-		
osta Rica	TI	ates	ZB—ZJ	
rance and Colonies and Protec-		New Zealand	ZK—ZM	
torates	TK—TZ	Paraguay	ZP	
nion of Soviet Socialist Repub-		Union of South Africa	ZS—ZU	
lics	U	Brazil	ZV—ZZ	
anada	VA—VG			

USE OF SIGNAL LETTERS

ART. 42. Signal letters may be used for two purposes:

(a) To speak to (or call) a ship, aircraft, or signal station.

(b) To speak of (or indicate) a ship, aircraft, or signal station.

When speaking to (or calling) a ship, her signal letters *precede* the signal, when speaking f (or indicating) a ship they *follow* the signal. (See arts. 69-72.)

Examples.—Suppose a ship named *Alabama* has the signal letters WRAE, and that another ship named the *Olympic* has the signal letters GLSQ, and the group IJE in the International Code of Signals signifies: "On what date are you, or vessel indicated, leaving?"

(a) If the signal WRAE—IJE were made, it would mean: "To *Alabama*, On what date are you leaving?" The fact that signal IJE is preceded by the signal letters WRAE shows that the signal is addressed to the ship whose signal letters are WRAE.

(b) If the signal GLSQ—IJE—WRAE were made, it would mean: "To *Olympic*, On what date is *Alabama* leaving?" The fact that the signal letters GLSQ precede IJE shows that the signal is addressed to the ship holding signal letters GLSQ, and the fact that the signal letters WRAE follow IJE shows that the ship holding these signal letters (i. e., the vessel indicated) is being spoken of.

NOTE.—Attention is called to the 1-letter signal "Z" which is provided for the use of ships wishing to signal to a shore station.

HOW TO EXPRESS SHIPS' NAMES

ART. 43. Ships' names in the text of coded messages are to be expressed by means of their signal letters, and are to be spelled out when the message is made in plain language.

NOTE.—With reference to examples under article 42, if the message is drafted for transmission by Morse Code, the International Code Group Indicator "PRB" is to be used as the first group of the coded text. (See art. 109 and Example II, p. 17.)

HOW TO EXPRESS NUMBERS

ART. 44. In a plain-language message, whenever a number (whether it refers to a time, a date, or other important detail) is mentioned, it may be written out fully in words if desired as an extra safeguard against errors in transmission.

Example: 540 would be written out and transmitted, viz: five four zero.

ART. 45. When it is desired to take special precautions against the mutilation of particularly important numbers in a plain-language message, they should be repeated, preceded by the word "repetition," thus: five four zero repetition five four zero.

HOW TO SIGNAL NUMBERS

ART. 46. Numbers are to be signaled as follows:

(*a*) Flag signaling: By the numeral pennants of the code, all of which are pennant-shaped and therefore require no further signal to indicate that they represent numbers.

(*b*) Morse signaling: Usually by the numerals in the Morse code, but may be spelled out. (See art. 44.)

(*c*) Semaphore: Spelled out.

ART. 47. A decimal point between numerals is to be signaled as follows:

(*a*) Flag signaling: By inserting the answering pennant where it is desired to express the decimal point.

(*b*) Morse signaling: By the decimal point sign, $\overline{\text{AAA}}$ ($\cdot - \cdot - \cdot -$).

(*c*) Semaphore: Spelled out, thus: "Decimal."

ART. 48. When a code group requires the addition of numbers to complete its signification, these numbers must be sent as a *separate group.*

NOTE.—This does not apply to time signals, bearing signals, and position signals, when numerals are used to form groups in combination with the letters "P," "X," and "T," as explained in the following articles.

HOW TO EXPRESS TIME

ART. 49. Time is to be expressed in four figures of which the first two denote the hour (from 00=midnight up to 23=11 p. m.), and the last two denote the minutes (from 00 to 59).

Examples:

2 a. m. should be expressed as 0200.
11.30 a. m. should be expressed as 1130.
3.22 p. m. should be expressed as 1522.
5.38 p. m. should be expressed as 1738.
Midnight should be expressed as 0000.

ART. 50. When the addressee would be uncertain as to what time was being used by the originator, then the latter should specify it. (See table on p. 47.)

HOW TO SIGNAL TIME

ART. 51. When signaling time in coded messages the four figures indicating hours and minutes are to be signaled by four numerals preceded by and joined with the letter T to form a single group, thus: T0845.

Example.—If ZI is the group for "You should weigh immediately (or at time indicated)," and it is required to direct a ship holding signal letters HJFL to weigh at 8.45 a. m., signal would be: HJFL ZI T0845.

NOTE.—With reference to examples under article 51, if the message is drafted for transmission by Morse code, the International Code Group Indicator "PRB" is to be used as the first group of the coded text. (See art. 109 and Example II, p. 17.)

In plain-language messages it will be obvious from the context when time is referred to.

ART. 52. The above method of signaling times may be used for the purpose of signaling the *exact* time for comparison of chronometers, clocks, watches, etc., in which case the *exact* time will be that moment at which the signal is (sharply) hauled down. The same signal may be made in the Morse code by following the time signal with a long dash (flash) of about five seconds duration, the end of which is the exact time indicated by the four numerals.

HOW TO EXPRESS COURSES AND BEARINGS

ART. 53. Courses and bearings are to be expressed in three figures denoting degrees from 000 to 359 measured clockwise (for example, 015, 205), and are always to be true, *unless expressly stated to be otherwise in the context.*

ART. 54. Even when not true, the method of expressing the course or bearing is still to remain identical (that is, by three figures, from 000 to 359), but the word *"magnetic"* must be added if it is desired to express that the course or bearing is magnetic, for example: 105 magnetic.

HOW TO SIGNAL COURSES AND BEARINGS

ART. 55. When signaling courses in coded messages the three figures indicating degrees are to be signaled by a group consisting of three numerals preceded by an appropriate group from the code. In the case of bearings the three figures indicating degrees are preceded by, but joined with, the letter X to form a single group.

Examples:

    (*a*) EBX 185 signifies: My present course is 185 (true).
    (*b*) X359 signifies: Bearing 359 (true).

ART. 56. The 32 points of the compass may be used to indicate the direction of wind, current, etc., and for this purpose they have been allotted groups in the Signal Code. (See p. 46.)

HOW TO EXPRESS POSITIONS

ART. 57. Positions are to be expressed either (*a*) by latitude and longitude, or (*b*) by bearing and distance from a point.

ART. 58. If the position is expressed by (*a*), the latitude and longitude are each to be expressed by four figures, of which the first two denote the degrees and the last two the minutes. The first group is to indicate latitude, the second longitude.

ART. 59. If the position is expressed by (*b*), the following sequence is to be adhered to: Bearing from, distance from, point. *Example:* A position 10 miles, 225 degrees from Point Sur would be expressed in this order: 225—10—Point Sur.

HOW TO SIGNAL POSITIONS·

ART. 60. When signaling latitude and longitude, each of the two groups indicating the degrees and minutes of latitude and longitude, are to be signaled by four numerals preceded by and joined with the letter P, thus: P1530, P1006.

ART. 61. Under ordinary circumstances it will not be necessary to indicate whether the latitude is north or south or whether the longitude is east or west. In the event, however, of signaling a latitude close to the Equator or a longitude close to the meridians of 0° or 180°, and in any other case where the omission might conceivably give rise to confusion, the letter N or S is to be added immediately after the latitude group to denote north or south, respectively, and the letter E or W immediately after the longitude group to denote east or west, respectively, thus: P0010N., P0005E.

NOTE.—With reference to examples under article 55, if the message is drafted for transmission by Morse code, the International Code Group Indicator "PRB" is to be used as the first group of the coded text. (See art. 109 and Example II, p. 17.)

ART. 62. To retain the form of a 4-figure group, when the longitude is more than 99°, the figure indicating the number of hundreds of degrees will usually be omitted. No confusion will normally arise, as two ships exchanging visual signals are bound to know their own longitude within the nearest hundred degrees. In exceptional cases, where it is necessary to avoid confusion, the five figures may be used.

Examples:

(a) A position in latitude 23° 14′ N. and longitude 30° 22′ W. would be signaled as P2314, P3022.

(b) A position in latitude 0° 15′ S. and longitude 85° 40′ E. would be signaled as P0015S., P8540.

(c) A position in latitude 10° 0′ N. and longitude 130° 0′ W. would be signaled as P1000, P3000.

ART. 63. If the position is expressed by bearing and distance from a point, the signal will consist of three groups, namely:

(a) A group denoting the bearing, consisting of letter X and three numerals.

(b) A numeral group denoting the distance in miles. (If any other unit of distance is used, a group indicating that unit must immediately follow this numeral group.)

(c) A group denoting the point, which may be represented by a point of land or other geographical position, or a ship whose position is known, and may be indicated by a 4-letter group from the geographical table or by the signal letters of the ship referred to.

Example.—10 miles 225° (true) from Point Sur: X225—10—APPS.

TIME OF ORIGIN

ART. 64. The time of origin may be inserted in a message, and when used it is to be made at the conclusion of the text. The exact time to the nearest minute should be given, expressed by four figures. The employment of a time of origin has the double advantage that it not only indicates at what time a message originated, but also serves as a convenient reference number.

ART. 65. When two or more different messages originate from the same source and it is desired to append a time of origin in each case, each message must bear a different time of origin.

ART. 66. When the time of origin is appended to a message, it is in no circumstances to be altered in the course of transmission, but is to remain unchanged throughout the whole route of the message.

COMMUNICATION BY LOCAL SIGNAL CODES

ART. 67. If a vessel or shore signal station wishes to make a signal in a local code, then if necessary, in order to avoid misunderstanding, the following signal from the International Code of Signals should precede the local signal:

NMM—Signal(s) which follow(s) will not be found in the International Code of Signals, but pertain(s) to local conventional signals. Particulars concerning these local signals should be looked up in the Sailing Directions.

CHAPTER IV. SIGNALING BY FLAGS

ART. 68. As a general rule, only one hoist should be shown at a time, but in any case each hoist or group of hoists is to be kept flying until it has been answered by the receiving ship. (See art. 75.)

ART. 69. When several flag hoists are displayed simultaneously they are to be read in the following order: (*a*) Masthead, (*b*) Triatic stay, (*c*) Starboard yardarm, (*d*) Port yardarm.

ART. 70. When more groups than one are shown on the same halyard, they must be separated by the tackline and be read in the numerical order of their superiority.

ART. 71. When more hoists than one are shown at the same yardarm, but on different halyards, the outboard hoist is to be read first. When more hoists than one are shown at the triatic stay, the foremost hoist is to be read first.

ART. 72. A signal is said to be superior to another when hoisted before either as regards time or hoist. It is said to be inferior when it is after either in point of time or hoist.

ART. 73. The transmitting ship should always hoist the signal where it can be most easily seen by the receiving ship, that is, in such a position that the flags *will blow out clear and be free from smoke*.

HOW TO CALL

ART. 74. If no signal letters are hoisted superior to the signal, it will be understood as being addressed to all ships within visual signaling distance; in all other cases the signal letters of the ship(s) addressed are to be hoisted superior to the signal.

If it is not possible to determine the signal letters of the ship to which it is desired to signal, the group (VH) for "You should hoist your signal letters" should be hoisted first; at the same time, the ship will hoist her own signal letters. If this fails, then the group (NMJ) for "I wish to signal to vessel-s (number indicated if necessary) on bearing indicated from me" must be hoisted.

HOW TO ANSWER SIGNALS

ART. 75. All ships to which signals are addressed or which are indicated in signals are to hoist the answering pennant at the dip as soon as they see each hoist, and close up immediately they understand it; it is to be lowered to the dip as soon as the hoist is hauled down in the transmitting ship, being hoisted close up again as soon as the next hoist is understood, and so on until the signal is completed. (See art. 76.)

If possible, the triatic stay should not be used for the answering pennant, as it is sometimes difficult to see whether it is at the dip or close up when in this position.

HOW TO COMPLETE A SIGNAL

ART. 76. The transmitting ship is to hoist the answering pennant singly after the last hoist of the signal to indicate that the message is completed. The receiving ship is to answer this in a similar manner to all other hoists. (See art. 75.)

HOW TO ACT WHEN SIGNALS ARE NOT UNDERSTOOD

ART. 77. If the receiving ship can not clearly *distinguish the signal* made to her, she is to keep the answering pennant at the dip and hoist an appropriate signal to inform the transmitting ship of the reason. (See Signals on p. 102.)

ART. 78. Similarly, if she can distinguish the signal but can not *understand the purport* of it, she should hoist the appropriate signal VB, signifying "Signal is not understood though flags are distinguished."

USE OF SUBSTITUTES (REPEATERS)

NOTE.—Listed as repeaters on plate A

ART. 79. The use of substitutes is to enable the same signal flag to be repeated one or more times in the same group while still only carrying one set of flags. For instance, it is obvious that without substitutes such a group as AAA or 1000 could only be made if three sets of signal flags were carried. By the use, however, of three additional signal flags, called substitutes (named first, second, and third substitutes respectively), any 2, 3, or 4 letter group can be hoisted by means of a single set of flags.

ART. 80. In the International Code of Signals, two classes of signal flags are employed, alphabetical flags and numeral pennants. A substitute can only repeat a signal flag of the same class as that immediately preceding it. It therefore follows that if a substitute immediately follows one or more alphabetical flags it represents one of those flags; similarly, if a substitute follows one or more numeral pennants it represents one of those pennants.

ART. 81. The answering pennant when used as a decimal point (see art. 47 (a)) is to be disregarded in determining which substitute to use.

ART. 82. The *first substitute* always repeats the uppermost signal flag of that class of flags which immediately precedes the substitute.

ART. 83. The *second substitute* always repeats the second signal flag counting from the top of that class of flags which immediately precedes the substitute.

ART. 84. The *third substitute* always repeats the third signal flag counting from the top of that class of flags which immediately precedes the substitute.

ART. 85. No substitute can ever be used more than once in the same group.

Examples:

(a) The signal **JULL** would be made by signal flags as follows:

J
U
L
Third substitute

(b) The signal **BBCB** would be made by signal flags as follows:

B
First substitute
C
Second substitute

NOTE.—The first substitute having been used, can not be used again. Moreover, having been used, it is equivalent to having hoisted B as the second flag, and therefore it is the second flag that is required to be repeated as the last flag of the group; hence the second substitute is used.

(c) The signal 1000 would be made by signal flags as follows:

1
0
Second substitute
Third substitute

(d) The signal **BB**, T1330 would be made by signal flags as follows:

B   T
First substitute   1
3
Second substitute
0

NOTE.—It will be observed that in the last group (T1330) two classes of flags are employed, an alphabetical flag (T) and four numeral flags (1330). But as the second substitute immediately follows a numeral pennant, it can only be repeating a numeral pennant (see art. 80), and therefore in this case, being the second substitute, it can only be repeating the second numeral pennant, namely, 3.

HOW TO SPELL

ART. 86. Names in the text of a message which is being signaled by flags are to be spelled out by means of the alphabetical signals which consist of—

Signal	Signification
Answering pennant over E_____ (Alphabetical signal No. 1.)	Indicates that until alphabetical signal No. 3 is made, the letters following do not represent signals from the code, but represent the letters of the alphabet spelling a word.
Answering pennant over F_____ (Alphabetical signal No. 2.)	Indicates the end of a word being spelled or the dot between initials.
Answering pennant over G_____ (Alphabetical signal No. 3.)	Indicates that the spelling of words is completed, and that the signals which follow are to be looked up in the code in the usual manner.

Example.—To signal by flags: William J. Perry, 15, Lombard Street.

1st group,	Answering pennant E = Letters which follow are alphabetical.
2d group,	WIL third substitute = WILL.
3d group,	IAM = IAM.
4th group,	Answering pennant F = End of word (or dot after initial).
5th group,	J = J.
6th group,	Answering pennant F = Dot after initial.
7th group,	PER third substitute Y = PERRY.
8th group,	Answering pennant G = End of spelling.
9th group,	15 = 15.
10th group,	Answering pennant E = Letters which follow are alphabetical.
11th group,	LOMB = LOMB.
12th group,	ARD = ARD.
13th group,	Answering pennant G = End of spelling.
14th group,	Code group for "Street" from Signal Code. } = Street.

COMMUNICATION BY FLAGS BETWEEN MEN-OF-WAR AND MERCHANT VESSELS

ART. 87. When a man-of-war wishes to communicate with a merchant vessel, she will hoist the code pennant in a conspicuous position, and keep it flying during the whole of the time the signal is being made.

ART. 88. Groups are provided in the signal code to enable merchant vessels to exercise signals with men-of-war or other merchant vessels. (See groups (NMI) and (NML) on p. 167.)

CHAPTER V. MORSE SIGNALING

Art. 89. The following tables give a list of the Morse symbols used for visual and sound signaling. A bar over the letters composing a sign denotes that the letters are made as one symbol.

INTERNATIONAL MORSE CODE

ALPHABET

Meaning	Symbol	Meaning	Symbol	Meaning	Symbol
A	·—	H	····	Q	——·—
ä	·—·—	I	··	R	·—·
à	·——·—	J	·———	S	···
B	—···	K	—·—	T	—
C	—·—·	L	·—··	U	··—
CH	————	M	——	ü	··——
D	—··	N	—·	V	···—
E	·	ñ	——·——	W	·——
è	··—··	O	———	X	—··—
F	··—·	ö	———·	Y	—·——
G	——·	P	·——·	Z	——··

NUMERALS

Meaning	Symbol
1	·————
2	··———
3	···——
4	····—
5	·····
6	—····
7	——···
8	———··
9	————·
0	—————

PUNCTUATION

Meaning	Sign	Symbol
Period (full stop) (.) and decimal point	$\overline{\text{A A A}}$	·—·—·—
Bar indicating fraction (/)	$\overline{\text{XE}}$	—··—·

(12)

PROCEDURE SIGNALS AND SIGNS—MORSE

Meaning	Sign	Symbol
Call for unknown ship and general call_____	AA AA etc.	.— .— .— .—etc.
Answering sign_____	TTTTTT, etc.	—————— etc.
Space sign_____	II	.. ..
Break sign_____	BT	—...—
Erase sign_____	EEEEEEEEE, etc.	.... etc.
Repeat sign_____	UD	..—..
All after_____⎫	AA	.— .—
All before_____⎬ Used when obtain-	AB	.— —...
Word or group after_⎪ ing a repetition.	WA	.—— .—
Word or group before⎭	WB	.—— —...
Ending sign_____	AR	.—.—.
From_____	De	—.. .
You are correct_____	C	—.—.
Repeat back_____	G	——.
Message received_____	R	.—.
Word (plain language) received_____	T	—
I am unable to read your message owing to light not being properly trained or light burning badly_____	W	.——
International Code groups follow_____	PRB	.——. .—. —...

USE OF PROCEDURE SIGNALS AND SIGNS

ART. 90. Procedure signals and signs enable ships to exchange with each other short concise messages used in connection with signaling.

Examples are given to illustrate the convenience of such signals and signs. (See pp. 17–21.)

C

ART. 91. The letter C signifies "You are correct."

When a word or, group, in the *text* of a message, is repeated back, the letter "C" is used by the transmitting ship to indicate to the receiving ship that the repetition has been made correctly. (See art. 113 and Example II, p. 17.)

De

ART. 92. The word "De" used in the identity signifies: "From ———." Thus: De GXDE, "From ship whose signal letters are GXDE." (See art. 112.)

G

ART. 93. The letter G signifies "Repeat back." It may be inserted at the beginning of the text of a plain-language message, and is signaled separately. When so used it signifies: "Everything which follows in this message is to be repeated back, word by word, as soon as received."

R

ART. 94. The letter R signifies: "Message received."

T

ART. 95. The letter T is used to indicate the receipt of each *word* in the text of a *plain-language* message. (See art. 114.)

W

Art. 96. The letter W used as a message in itself signifies: "I am unable to read your message owing to light not being properly trained or light burning badly." This is to be made by the receiving ship at any stage of the message, if required, and is to be answered by the transmitting ship showing a steady light until the receiving ship is satisfied with the light and ceases to make W.

CALL FOR UNKNOWN SHIP AND GENERAL CALL

Art. 97. The call for unknown ship and general call AA AA, etc. (. — . — . — . —, etc.), is used to attract attention when wishing to signal to a ship whose name is not known. It is the normal method of calling up at sea, and is to be continued until the ship addressed answers.

ANSWERING SIGN

Art. 98. The answering sign $\overline{TTTTTTTT}$, etc. (— — — — — —, etc.), is used to answer the call. It is to be continued until the transmitting ship ceases to make the call.

SPACE SIGN

Art. 99. The space sign II (. . . .) is used to separate the signs AA, AB, WA, and WB from the identifying words or groups which follow them. It is also used to separate whole numbers from fractions.

BREAK SIGN

Art. 100. The break sign $\overline{BT}$ (— . . . —) is used to precede the text. It is to be repeated back, but its repetition by the receiving ship is not acknowledged with "C" by the transmitting ship. (See art. 113 and Example II, on p. 17.)

ERASE SIGN

Art. 101. The erase sign $\overline{EEEEEEE}$, etc. (. . . . ., etc.), is used to indicate that the last word or group was signaled incorrectly. It is to be answered with the erase sign. When answered, the transmitting ship will repeat the last word or group which was correctly signaled, and then proceed with the remainder of the message.

Art. 102. If the mistake was not discovered until after the message has been completely signaled, a new message must be made.

Art. 103. If it is desired to cancel the whole of a message while in process of transmission, the erase sign must be made, followed by the ending sign, viz, $\overline{EEEEEE}$ $\overline{AR}$.

REPEAT SIGN

Art. 104. The repeat sign $\overline{UD}$ (. . — — . .) is used to obtain a repetition of the whole or part of a message.

Art. 105. *To obtain a repetition of the whole message.*

The repeat sign made singly signifies: "Repeat *the last* message." The repetition is signaled by making the message through in exactly the same form as it was originally transmitted.

NOTE.—In sound signaling the repeat sign made singly signifies: "I missed the last word (or group); please go back a few words (or groups) and continue the message." (See art. 121.)

Art. 106. *To obtain a repetition of a part of a message.*

The repeat sign is used in conjunction with the signs AA, AB, WA, or WB, and an identifying word or group, the last two being separated by the space sign thus:

"$\overline{UD}$	AA	II	VESSEL",	—	signifies: "Repeat *all after* the word VESSEL."
"$\overline{UD}$	AB	II	JEM",	—	signifies: "Repeat *all before* the group JEM."
"$\overline{UD}$	WA	II	KIC",	—	signifies: "Repeat the *group after* KIC."
"UD	WB	II	FLAGS",	—	signifies: "Repeat the *word before* FLAGS."

For examples of requesting and giving repetitions, see pages 19–21.

Art. 107. *If a message is not understood, or if a coded message, when decoded, is not intelligible, the repeat sign is NOT used. The receiving ship must then make the appropriate signal from the Signal Code.* (See p. 130.)

ENDING SIGN

Art. 108. The ending sign $\overline{\text{AR}}$ (.— . — .) is used in all cases to end a message.

INTERNATIONAL CODE GROUP INDICATOR "PRB"

Art. 109. In messages transmitted by means of the Morse code, the international code group indicator "PRB" is to be used as the first group of the coded text to indicate that the message which follows consists of code groups from the International Code of Signals and not plain language.

CHAPTER VI. SIGNALING BY FLASHING LIGHT

COMPONENT PARTS OF A MESSAGE

ART. 110. A message made by flashing light is divided into the following components, although all of these components are not necessarily signaled in every message:

1. Call.   2. Identity.   3. Break sign.   4. Text.   5. Ending.

HOW TO SIGNAL

ART. 111. *Component 1—The call.*—The transmitting ship will commence signaling by making the call, which will be flashed continuously until answered.

The call consists of—

     (i) The general call (AA   AA   AA) etc., or

     (ii) The signal letters of the ship to be called.

On observing the call, and when ready in all respects to read and write down, the receiving ship will answer by making the answering sign.

ART. 112. *Component 2—The identity.*—It will not always be necessary for two ships to establish their identity; should such necessity exist the two ships will carry out the following procedure: When the call has been answered the transmitting ship will make "de (from)," followed by her signal letters. This will be repeated back. The receiving ship will then signal her own signal letters, which the transmitting ship will repeat back. If either ship fails to repeat back immediately or repeats back incorrectly, the other will make her signal letters again until they are correctly repeated back.

ART. 113. *Component 3.—The break sign* $(\overline{BT})$ is next inserted. It is to be repeated back, but the transmitting ship does not in this case acknowledge the repetition by the receiving ship of the break sign $(\overline{BT})$ by making "C," for the reason that it is not a part of the *text.* (See art. 91.) If the receiving ship fails to repeat back the break sign $(\overline{BT})$ correctly, the transmitting ship will make "$\overline{BT}$" again until it is repeated back correctly.

The break sign is *not* inserted before the text of messages requesting repetitions.

ART. 114. *Component 4.—The text* consists of words of plain language or of groups of code. Each word or group is signaled separately. The receiving ship will—

     (a) Acknowledge the receipt of each plain language word with "T."

     (b) Repeat back all code groups, numbers signaled as figures (that is, not spelled out), procedure signals and signs except "C" and punctuation signs. If the repetition is correct, the transmitting ship will make "C," if incorrect she will make the group again.

If the receiving ship does not acknowledge the receipt or repeat back, the transmitting ship should immediately signal again the last word or group.

ART. 115. *Component 5.—The ending* consists of the ending sign $(\overline{AR})$. The ending is answered by "R."

OMITTING THE CALL AND IDENTITY

ART. 116. When two ships are signaling for a considerable period and several messages are passed between them, the call and identity need be signaled in the *first* message only, in order to avoid delay.

EXAMPLES OF SIGNALING BY FLASHING LIGHT

The following examples will help to make clear the procedure to be followed in flashing light signaling; especially so if the reader will turn up the various articles quoted.

NOTE.—In the following examples, it is to be understood that the ship in the left-hand column always signals first, unless indicated to the contrary by an arrow.

EXAMPLE I.—SIMPLE PLAIN LANGUAGE MESSAGE

The master of S. S. *Malolo* (signal letters WMCE) wishes to transmit the message "What weather have you had?" to the master of a passing ship, which is S. S. *Accra* (signal letters GMQN).

The signaling is conducted as follows:

Component	S. S. Malolo makes—	S. S. Accra makes—	References and remarks
Call	AA AA AA, etc.	TTTTTTT, etc.	See articles 97, 98, and 111.
Identity	De WMCE	De WMCE	See articles 92 and 112.
	GMQN ←	GMQN	
Break sign	B̄T̄	B̄T̄	See articles 100 and 113.
	What	T	See articles 95 and 114.
	weather	T	
Text	have	T	
	you	T	
	had	T	
Ending	A̅R̅	R	See articles 108, 94, and 115.

EXAMPLE II.—CODED MESSAGE

The Italian warship *Solferino* (signal letters IASJ) wishes to transmit the message "Have you sighted S. S. *Fausto*?" to the American merchant vessel *Michigan* (signal letters. KFLN). The message is coded and the signaling is conducted as follows:

Component	S. S. Solferino makes—	S. S. Michigan makes—	References and remarks
Call	AA AA AA, etc.	TTTTTT, etc.	
	De IASJ	De IASW	Michigan having repeated back incorrectly,
Identity	De IASJ	De IASJ	Solferino makes the group again. See article
	KFLN ←	KFLN	112, last sentence.
Break sign	B̄T̄	B̄T̄	
	PRB	PRB	See article 109.
	C		See articles 91 and 114.
Text	NKM	NKM	Group from Signal Code signifying "Have you
	C		sighted (vessel or object indicated)?"
	OMJZ	OMJZ	Signal letters of Fausto. See article 43.
	C		
Ending	A̅R̅	R	

EXAMPLE III.—MESSAGE WITH IDENTITY OMITTED

An aircraft has asked a ship for her position.

It is not necessary for the ship and the aircraft to establish their identity. The signaling will be conducted as follows:

Component	Ship makes—	Aircraft makes—	Remarks and references
Call	AA AA AA, etc.	TTTTTT, etc.	See articles 97 and 98. Identity not necessary. See article 112.
Break sign	B̄T̄	B̄T̄	See article 100.
	My	T	
	position	T	See article 95.
	is	T	
	P2314	P2314	
	C		See articles 62 and 91.
	P30z2	P3022	
	C		
Ending	A̅R̅	R	See articles 94, 108, 115.

EXAMPLE IV.—SHORT MESSAGE WITH CALL AND IDENTITY OMITTED

S. S. *Monterey* (signal letters WHEX) is in communication with U. S. S. *New Mexico* (signal letters NEVN) and before ceasing communication wishes to transmit "Good night." The signaling is conducted as follows:

Component	S. S. Monterey makes—	U.S.S. New Mexico makes—	References and remarks
Break sign_____	$\overline{BT}$	$\overline{BT}$	Call and identity omitted. See article 116.
Text_____	Good night	T T	
Ending_____	$\overline{AR}$	R	

Specimen Messages I and II below are used in the examples which follow to illustrate the several methods of obtaining repetitions:

Message I: From S. S. *Stuartstar* (signal letters GMRF) to S. S. *Woodfield* (signal letters GPVB).

Text: "Passed derelict three-quarters submerged, very dangerous, in position P2314, P3022."

Message II: From S. S. *Orleans* (signal letters FNNL) to S. S. *Oporto* (signal letters GSLR).

Text: "JHM PWB AMK LCH JMH GFB GHC KIT."

EXAMPLE V.—REPETITION OF WHOLE MESSAGE

S. S. *Woodfield* requires a repetition of the whole of Message I. The signaling is conducted as follows:

Component	S. S. Woodfield makes—	S. S. Stuartstar makes—	References and remarks
Call_____	GMRF GMRF, etc.	$\overline{TTTTTT}$, etc.	Call and identity may be omitted. See article 116.
Identity_____	De GPVB	De GPVB	
Text_____	$\overline{UD}$	$\overline{UD}$	See articles 105 and 113, last sentence.
Ending_____	C $\overline{AR}$	R	

S. S. *Stuartstar* then repeats the whole of the message in exactly the same form as it was originally signaled. The signaling is conducted as follows:

Component	S. S. Stuartstar makes—	S. S. Woodfield makes—	References and remarks
Call_____	GPVB GPVB, etc.	$\overline{TTTTTTT}$, etc.	See article 98.
Identity_____	De GMRF	De GMRF	
Break sign_____	$\overline{BT}$	$\overline{BT}$	See article 100.
Text_____	Passed derelict three quarters submerged very dangerous in position P2314 C P3022 C	T T T T T T T T T P2314 P3022 	See articles 60 and 62. Do.
Ending_____	$\overline{AR}$	R	

EXAMPLE VI.—REPETITION OF "ALL AFTER" A CERTAIN GROUP

S. S. *Oporto* requires a repetition of all after the group LCH in Message II. The signaling is conducted as follows:

Component	S. S. Oporto makes—	S. S. Orleans makes—	References and remarks
Call_____	FNNL FNNL, etc.	T̄T̄T̄T̄T̄T̄, etc.	The call and identity may be omitted. See article 116.
Identity_____	De GSLR	De GSLR	
Text_____	ŪD AA II LCH	ŪD AA II LCH	See articles 106 and 113, last sentence.
Ending_____	C A̅R̅	R	

S. S. *Orleans* then repeats the part of the message required commencing the text with the group quoted. The signaling is conducted as follows:

Component	S. S. Orleans makes—	S. S. Oporto makes—	References and remarks
Call_____	GSLR GSLR, etc.	T̄T̄T̄T̄T̄T̄, etc.	The call and identity may be omitted. See article 116.
Identity_____	De FNNL	De FNNL	
Break sign_____	B̅T̅	B̅T̅	
	LCH	LCH	
	C		
	JMH	JMH	
	C		
Text_____	GFB	GFB	
	C		
	GHC	GHC	
	C		
	KIT	KIT	
	C		
Ending_____	A̅R̅	R	

EXAMPLE VII.—REPETITION OF "ALL BEFORE" A CERTAIN WORD

S. S. *Woodfield* requires a repetition of all before the word "submerged" in Message I. The signaling is conducted as follows:

Component	S. S. Woodfield makes—	S. S. Stuartstar makes—	References and remarks
Call_____	GMRF GMRF, etc.	T̄T̄T̄T̄T̄T̄, etc.	The call and identity may be omitted. See article 116.
Identity_____	De GPVB	De GPVB	
Text_____	ŪD AB II submerged	ŪD AB II submerged	See articles 106 and 113, last sentence.
Ending_____	C A̅R̅	R	

S. S. *Stuartstar* then repeats the message up to and including the word "submerged." The signaling is conducted as follows:

Component	S. S. Stuartstar makes—	S. S. Woodfield makes—	Reference and remarks
Call_____	GPVB GPVB, etc.	$\overline{\text{TTTTTTT}}$, etc.	
Identity_____	De GMRF	De GMRF	
Break sign_____	$\overline{\text{BT}}$	$\overline{\text{BT}}$	
	Passed	T	
	derelict	T	
Text_____	three	T	
	quarters	T	
	submerged	T	
Ending_____	$\overline{\text{AR}}$	R	

EXAMPLE VIII.—REPETITION OF THE "GROUP AFTER" A CERTAIN GROUP

S. S. *Oporto* requires a repetition of "AMK," the group after PWB in Message II. The signaling is conducted as follows:

Component	S. S. Oporto makes—	S. S. Orleans makes—	References and remarks
Call_____	FNNL FNNL, etc.	$\overline{\text{TTTTTTT}}$, etc.	See article 116.
Identity_____	De GSLR	De GSLR	
	$\overline{\text{UD}}$ AA II PWB	$\overline{\text{UD}}$ AA II PWB	See articles 106 and 113, last sentence. Illustrating the use of the erase sign to correct a mistake while the signal
	$\overline{\text{EEEEEEE}}$, etc.	$\overline{\text{EEEEEEE}}$, etc.	is in process of transmission, Oporto having made AA instead of WA. See article 101.
Text_____	De GSLR	De GSLR	Oporto then goes back to the last group which was correctly transmitted "De GSLR."
	$\overline{\text{UD}}$ WA II PWB	$\overline{\text{UD}}$ WA II PWB	
	C		
Ending_____	$\overline{\text{AR}}$	R	

S. S. *Orleans* then repeats the group required (AMK), commencing with the group quoted "PWB." The signaling is conducted as follows:

Component	S. S. Orleans makes—	S. S. Oporto makes—	References and remarks
Call_____	GSLR GSLR, etc.	$\overline{\text{TTTTTTT}}$, etc.	See article 116.
Identity_____	De FNNL	De FNNL	
Break sign_____	$\overline{\text{BT}}$	$\overline{\text{BT}}$	
	PWB	PWB	
Text_____	C		
	AMK	AMK	
	C		
Ending_____	$\overline{\text{AR}}$	R	

EXAMPLE IX.—REPETITION OF "WORD BEFORE" A CERTAIN GROUP

S. S. *Woodfield* requires a repetition of the word before "three" in Message I. The signaling is conducted as follows:

Component	S. S. Woodfield makes—	S. S. Stuartstar makes—	References and remarks
Call_____	GMRF GMRF, etc.	T̄T̄TTTT, etc.	See article 116.
Identity_____	De GPVB	De GPVB	
Text_____	ŪD WB II three	ŪD WB II three	See articles 106 and 113, last sentence.
	C		
Ending_____	A̅R̅	R	

S. S. *Stuartstar* then repeats the word required (derelict) and also the word quoted (three). The signaling is conducted as follows:

Component	S. S. Stuartstar makes—	S. S. Woodfield makes—	References and remarks
Call_____	GPVB, etc.	T̄T̄TTTT, etc.	See article 116.
Identity_____	De GMRF	De GMRF	
Break sign_____	B̅T̅	B̅T̅	
	G	G	To ensure Woodfield receiving the word "derelict" correctly, Stuartstar tells him to repeat back, instead of making "T." This illustrates the use of "G." See article 93.
	C		
Text_____	derelict	derelict	
	C		
	three	three	
	C		
Ending_____	A̅R̅	R	

CHAPTER VII. SIGNALING BY SOUND

ART. 117. The misuse of sound signaling being of a nature to create serious confusion in the highways at sea, the captains of ships should use these signals with the utmost discretion. Owing to the nature of the apparatus used (whistle, siren, foghorn, etc.) sound signaling is necessarily slow, and it is for this reason that it is necessary for ships to reduce the length of their signals as much as possible.

(a) Sound signaling in fog should be reduced to a minimum. Signals other than the single-letter signals should be used only in extreme emergency and never in frequented navigational waters.

(b) For the reasons given in the above articles, the procedure shown below will be carried out in Morse signaling by sound.

HOW TO SIGNAL

ART. 118. The transmitting ship will make the call in the same way that it is made by flashing light. No call or answer will be used when transmitting single-letter signals.

ART. 119. The receiving ship answers with the answering sign.

ART. 120. The transmitting ship then proceeds to signal the remainder of the message right through. The receiving ship does not answer unless she misses a word or group, but waits until the ending ($\overline{AR}$) has been made and then makes R.

ART. 121. Should the receiving ship miss a word or group, she is *immediately* to make the repeat sign ($\overline{UD}$), on hearing which the transmitting ship will cease signaling and then go back a few words or groups and continue the message.

Example.—S. S. *Beechwood* hearing the sound of another steamer's siren, wishes to transmit the message: "Have just passed floating mines." The other ship is S. S. *Sirius*.

Component	S. S. Beechwood makes—	S. S. Sirius makes—
Call	AA AA AA, etc.	$\overline{\text{TTTTTTT}}$, etc.
Break sign	$\overline{BT}$	
Text	Have just passed floating mines	No answer unless a word is missed, in which case makes repeat sign $\overline{UD}$. See article 121.
Ending	$\overline{AR}$	R

NOTE.—It will be observed that the transmitting and receiving ships do not exchange identities despite the use of the general call.

CHAPTER VIII. SIGNALING BY SEMAPHORE

ART. 122. The semaphore flag (J) hoisted either singly or inferior to a group of signal letters, denotes that a communication is about to be made by semaphore. It is to be hoisted where most convenient and where best seen.

ART. 123. As soon as the semaphore flag (J) is observed, the answering pennant is to be hoisted at the dip by the ships addressed, and hoisted close up when they are ready to read.

ART. 124. If there is any doubt as to which vessel is intended to answer the signal, the semaphore flag will be hoisted with a tack line inferior to the signal letters of the ship with which it is desired to communicate.

ART. 125. Should a man-of-war wish to communicate by semaphore with a merchant vessel, she will hoist the code pennant in a conspicuous position and the signal letters of the merchant vessel with a tack line superior to J flag.

ART. 126. The semaphore flag is to be kept flying while the message is being made and hauled down on completion of the message.

HOW MESSAGES ARE TO BE MADE AND READ

ART. 127. Messages are to be made by means of small flags held in the hand called "semaphore hand flags."

ART. 128. Messages are always made in plain language and numbers occurring in a semaphore message are always to be spelled out in words.

ART. 129. The sender will make the attention sign and wait until the answering pennant is hoisted close up by the ship addressed and wait a reasonable pause before commencing to transmit. He will then, if necessary, make the name of the receiving ship followed by "de" and the name of the transmitting ship, viz, *Dufferin* de *Brantford*. If the ships are close to one another the attention sign and answering sign may be used instead of the hoisting of the semaphore flag and answering pennant.

ART. 130. The signs are to be made by the signalman facing the ship addressed.
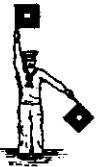
ART. 131. At the end of each word the arms are to be dropped to the break position. When double letters occur, the arms are to be dropped to the break position after the first letter is made, and then moved out to the second letter without pausing.

ART. 132. The reception of each word is to be acknowledged by the receiver making the letter "C." If this letter is not made the word is to be repeated.

ERRORS

ART. 133. A succession of E's ($\overline{\text{EEEEEE}}$, etc.) indicates that an error has been made, and it should be followed by the last word transmitted correctly and the message continued

THE SEMAPHORE ALPHABET.

HOW TO END A MESSAGE

ART. 134. All messages will end with the ending sign $\overline{AR}$.

Example.—The master of S. S. *Lurline* (signal letters KIEK) wishes to transmit by semaphore the message: "Can you loan me a kedge anchor", to the master of S. S. *Stora* (signal letters GDVR).

Component	S. S. Lurline makes—	S. S. Stora makes—	References and remarks
Call_____	GDVR Attention sign. tack line } or J	Hoists answering pennant at the dip and close up when ready to read; or makes answering sign "C."	See article 129, last sentence.
Identity_____	Stora de Lurline_____	C	See articles 129 and 132.
Text_____	Can you loan me a kedge anchor	C C C C C C C	
Ending_____	$\overline{AR}$		

SIGNAL CODE
CHAPTER IX. EXPLANATION AND INSTRUCTIONS FOR USE

ART. 135. The signals used consist of single, two, three, or four letters.

Single letters have been allocated to significations which are either very urgent or of very common use.

Two-letter signals have been allocated to significations which follow next in importance and consist mostly of distress and maneuvering signals, with the addition of a few general signals of common use.

Three-letter signals are used for the remaining words, phrases, and sentences.

Four-letter signals, commencing with the letter "A" are used for the Geographical Section. The remaining four-letter signals are the signal letters of ships, signal stations, etc.

ART. 136. Had it been possible for the code to consist of complete sentences only, the problem of compiling it in seven languages would have presented little difficulty. Unfortunately, it is impossible to anticipate and include more than a very small part of the sentences and phrases that are required in actual practice. It has therefore been necessary to attempt to provide a means for inserting also single words and short phrases in such a way that a message, coded word by word, in one language, may be understood, when decoded, in any one of the others. This is the reason for the inclusion of the many features by which this code differs from the normal. It is hoped that users will realize the difficulties of the compilers and accept certain drawbacks when using the code nationally, as being outweighed by the advantages obtained when the code is used internationally.

ART. 137. The first step in the process of compilation was to choose a basic language and, so far as possible, to adjust the words and phrases of the other languages to that base. The basic language for this code is English.

ART. 138. The great difficulty in compiling a multilingual code is that single words in one language often require several words in other languages to translate them adequately. For instance, the English word "report" requires the following translations in Italian:

$$\text{Report-s} \begin{cases} \text{Detonazione, i.} \\ \text{Voce, i.} \\ \text{Resoconto, i.} \\ \text{Rapporto, i.} \\ \text{Presentarsi.} \\ \text{Segnalare (dare notizia di, del).} \\ \text{Rapportare.} \\ \text{Riferire.} \end{cases}$$

ART. 139. It is obvious that when making up the Italian edition of the code, each of these Italian words, which, it will be appreciated, have other meanings not expressed by the English word "report," must be allotted a different code group. The following procedure has therefore been adopted. If a word, say, in English, requires more than one word to express its meaning in, say, Italian, and these Italian words are quite distinct from one another, the code group which has been allotted to the English word is inserted only in the Italian *decode*, with the necessary Italian equivalents against it. These Italian words, when and if inserted in the Italian code, are assigned different code groups, which are printed in the English decode but not in the English code. The same situation arises as between any two languages. Thus it is that you find on pages 200 to 240 code groups which can not be used for coding in English and which are inserted solely for the purpose of decoding foreign messages.

(27)

ART. 140. This system does not, however, entirely solve the problem provided by those words which have several meanings, on account of the difficulty which a decodre would experience if he had to choose the right word from among several others, three or four times in succession. Below is given the simple English message: "Report time ship leaves," and on the right is given against each word the words from which the Italian decoder would have to try and reconstruct the message:

Report ---
{
Detonazione.
Voce.
Resoconto.
Rapporto.
Presentarsi.
Segnalare (dare notizia di, del).
Rapportare.
Riferire.
}

Time ---
{
Ora.
Epoca.
Volta.
Tempo.
}

Ship ---
{
Nave.
Inviare.
Imbarcare.
Installare in posizione.
}

Leaves ---
{
Foglie.
Parte.
Lascia.
}

ART. 141. It is evident that no one could be expected to decode even this simple English message into the Italian if the decode were compiled in this manner. It was therefore decided to split up the words into their several meanings by adding qualifications to give each meaning a separate code group. For instance, the word "stay-s" is split up into four groups as follows:

OBH ---------- Stay-s (Visit).
OBJ ---------- Stay-s (Rope, etc.).
OBM --------- Stay-s (Secure with stays).
Staying ------ *Am, Is, Are.*
OBO ---------- Stay-s (Remain).
Staying ------ *Am, Is, Are.*

ART. 142. This system of qualifying words is of great assistance in making up a multilingual code, for it reduces a code group to the conveyance of a single common thought. At first it may be found to render the process of coding a little longer and somewhat irksome, but on the other hand it must be remembered that it makes decoding possible for international messages. The correct use of the qualifications is essential when communicating with foreign ships and stations and should be practiced when signaling between national, so that experience may be gained in the correct handling of the code.

ART. 143. It is unfortunate that this system of qualification can not be applied in any degree to the prepositions, and it is with the prepositions that decoders will find the greatest difficulty. It is probable, however, that the most important use of prepositions in signals is connected with Time and Place, and attention is drawn to groups such as "At time indicated," "At place indicated," "For place indicated," etc., whose use will render the meaning of messages much clearer to foreign decoders than the groups for the prepositions "At," "For," etc., without qualifications.

ART. 144. Many combinations of verbs and prepositions have been included, because the addition of a preposition to a verb frequently changes the meaning of the original verb, thus, "Carry away," "Put back (Of ships)," "Put into harbor indicated," "Pick up (Sight)," etc. If such expressions were coded separately in two groups the result would certainly not make sense in any other language. In this connection it must be noted that when such combinations are split up, they must be combined when coding, that is to say, phrases such as

"Carried the lifeboats away" or "Pick the light vessel up" must be coded as "Carried away the lifeboats" or "Pick up the light vessel."

ART. 145. In the previous edition of the code there were many phrases inserted in the form of direct orders, for example, *"Await further orders."* This sentence can, however, be used in other ways than a direct order, such as:

(*a*) "Why did you not *await further orders?"*

(*b*) "Order him to *await further orders."*

If, therefore, "Await further orders" were translated by the imperative mood (i. e., as an order only), the sentences (*a*) and (*b*) above would not make sense when decoded in other languages. To avoid any chance of ambiguity arising on this account such phrases have been inserted in the form "You should await further orders", which is a complete sentence and conveys the idea of an order, advice, or request, according to the context or the status of the originator of the message.

ART. 146. The one great difference between languages with which the code is unable to contend is the way in which words forming a sentence are arranged in different languages. As, however, English is the basic language of this code and the English translations are printed in some of the other decodes, and in others English explanations have been included, it will probably be advantageous to try and follow the English order where possible and where English is known to the coder. It should be remembered, however, that when a message from a ship of another nationality is decoded, the order of the words may not be the normal order of the recipient's language.

ART. 147. There is no equivalent of the apostrophe "s" (possessive) in most foreign languages, and it has, therefore, been omitted from the code. The possessive sense must be expressed by means of the possessive "Of (Belonging to)." Example, "Captain's luggage" must be expressed as "Luggage of Captain", "Agent's telegram" as "Telegram from Agent." In many cases transcriptions may be used in order to avoid confusion. Thus, "Agent's telegram" could be coded as "Telegram sent by agent", "Passengers' luggage" as "Luggage belonging to passengers", etc.

ART. 148. A Complementary group (i. e., the object or person indicated) is always to be signaled *after* the signal to which it refers:

Examples.— (i) S. S. *Shackleton* is on fire.

    NZ_____ Vessel indicated is on fire.

    GMXJ_____ S. S. *Shackleton.*

(ii) S. S. *Shackleton* expects to arrive at 1500 on Friday.

    BIS_____ I, or vessel indicated, expect, s to arrive, at, on.

    GMXJ_____ S. S. *Shackleton.*

    T1500_____ 1500.

    GNK_____ Friday.

THE USE OF VERBS

ART. 149. Verbs may be coded from the body of the code, or by means of a model verb (p. 48). The auxiliary verbs "to be", "to have", "must", "can", etc., are inserted in the body of the code and should be coded in the usual manner.

ART. 150. Verbs are printed in the body of the code in the following form:

(i) Proceed, s to.

    Proceeding to—*Am, Is, Are.*

(ii) Proceeded to—*Has, Have, ing.*

There is some risk in the inclusion of the imperative (Proceed to) with the present indicative (Am proceeding to). For example, a message decoded as:

    LMO_____ "Proceed, s to.

                    Proceeding to ——— *Am, Is, Are."*

    RIF_____ "Her."

    BKM_____ "Assistance."

might mean either "Am proceeding to her assistance" or "Proceed to her assistance."

ART. 151. In such cases, if there is any chance of ambiguity, the coder must insert a group for the pronoun "I" if "I am proceeding to her assistance" is intended; if, on the other hand, it should be desired to convey an order or request to another vessel to "Proceed to her assistance", it can be done in one of the following ways: (a) By using the code group, which means "Group which follows is an order"; (b) by prefixing it with "Please" from the body of the code; (c) by prefixing it with "You should" from the body of the code; or (d) by specifying the imperative tense from the model verb *Glean* (An order). Many of the more important verbs have been embodied in the code in the form of an order, e. g., "You should anchor", "You should proceed", You should leave", etc., and much time will be saved when one of these can be utilized.

ART. 152. A special section has been printed on page 48, giving a model verb *"Glean"*, by means of which it is possible to code the simple and necessary forms of verbs not only in the affirmative, but also in the negative, and interrogative. This verb has been chosen as it does not appear elsewhere in the code and would rarely, if ever, be required to form part of a message.

ART. 153. The manner in which this model verb is to be used is as follows:

First select from the model verb table the phrase required and write down the corresponding code group. Then turn to the body of the code and find the corresponding code group for the verb required.

Examples:
To code 1. "When do you expect to arrive?"
      QML_____"When."
      AFZ_____"Do you *glean?*"
      BIB_____"Expect, s to arrive, *at, on.*
  2. "I do not know why he did not communicate."
      AEX_____"I do not *glean.*"
      IBP_____"Know, s.
                    Knowing —— *Am, Is, Are.*"
      QNC_____"Why."
      AFI_____"*He, She, It, or* —, did not *glean.*"
      DPF_____"Communicate, s.
                    Communicating —— *Am, Is, Are.*"

In this case the verb itself is a group complementary to, and therefore must follow, the group taken from the model verb table. (See art. 148.) In English, this follows the normal sequence, but it is not so in all languages, and therefore, when decoding messages from ships other than those of American or British nationality, the order may be found to be reversed.

ARRANGEMENT AND EXPLANATION OF PRINTING

ART. 154. Unless qualified, the words inserted in the code can be taken as fulfilling their normal English use, that is to say, an entry in the code such as { "Lower-s" / "Lowering——*Am, Is, Are*" } can be used as a verb, an adjective, or an adverb. On the other hand, a word such as "Regard" qualified by (Consider) must not be used as a noun, e. g., in a phrase such as "Pay no regard to, etc.", which can be worded equally well as "Pay no attention to, etc."

ART. 155. Most of the words and phrases in the code can be used in different ways by means of the alternatives or optionals attached to them, thus, "Chart, s, *of*" may be read as "Chart", "Charts", "Chart of" and "Charts of." { "Request, s, *that*—" / "Requesting, *that*——*Am, Is, Are*" } can be read as—

    "Request" (I have received a request for_____).
    "Requests" (Several requests have been received for_____).
    "Request that" (Crew request that the doctor_____).
    "Requests that" (Captain requests that).

"Requesting that."
"Am requesting."
"Am requesting that."
"Is requesting."
"Is requesting that."
"Are requesting."
"Are requesting that."

ART. 156. Root words, except when qualified, are printed in heavy type, and the alternatives are printed in roman type and separated by a comma. The optional words are printed in italics and separated by commas.

In a few cases alternative words are separated by a comma, thus, "Am, Is, Are, not under control", in which case the words "not under control" cannot be used without either "Am", "Is", or "Are", and the entire group can therefore only be "Am not under control", "Is not under control", or "Are not under control."

ART. 157. Qualified words are printed in heavy type without a code group and repeated below in ordinary capitals, followed by the qualification between brackets, thus—

(1) "DIRECT, *for, to* (Straight),"
(2) "DIRECT, s (Control)," and
(3) "DIRECT, s (Instruct)."

In this way (1) is used for "Proceed **direct** to malta; (2) is used for "The Officer who **directs** the salvage operations"; and (3) is used for "Please **direct** S. S. *Castle* to call for letters."

ARRANGEMENT

ART. 158. In the English edition the basic words forming the code and the code groups are both arranged alphabetically. One volume therefore serves as a code and decode for the English edition, with the addition of that part containing groups used in the foreign codes, which will only be used when decoding messages from ships or stations not using the English edition. There is also a very small part, pages 200 to 206, which contains English synonyms which have been bracketed together because no duplicate translations could be found for them in the other languages.

ART. 159. Phrases and sentences are arranged as far as possible under the chief word which they contain, thus, "I (or vessel indicated) expect, s to arrive, *at, on*" will be found under the word "arrive"; "My anchor is foul, I require assistance" will be found under both "anchor" and "assistance." The past tenses of verbs follow the present tense and do not take their natural alphabetical order. The future tense, where it is inserted, follows the past tense.

ART. 160. Where a large number of phrases and sentences are included under any one root word, they have been grouped under three headings, (i) Information or Advice, (ii) Orders, and (iii) Questions.

AMPLIFYING PHRASES

ART. 161. In many cases it is found that if use is made of the Amplifying Phrases on page 49, the sense of a message will be made clearer to the decoder and therefore the scope of the code is increased; for instance, "Group which follows is a question." "Buoy has broken adrift," should be decoded as "Has buoy broken adrift."

EXAMPLES OF CODING

ART. 162. When coding a message, look up the principal word and see if you can find a complete sentence to fulfill its meaning. A good knowledge of the contents of the book will be of great assistance in this matter.

Example 1.—A ship wishes to report her expected time of arrival. There are many ways of expressing such a message, but the principal idea is undoubtedly that of "arrival" or "arriving", and in the code under the word "arrive" will be found:

"I, or vessel indicated, expect, s to arrive, *at, on.*" The message might be worded therefore as

"I expect to arrive at 18:30 on Friday", and coded as follows:

> **BI³**_____ I expect to arrive at
> **T1830**_____ 1830
> **GNK**_____ Friday.

Example 2.—On the other hand, the word "at" in the group "I expect to arrive, *at, on*" might be used to indicate a place instead of a time, in a sentence such as "I expect to arrive at New York City, Friday", in which case the message would be—

> **BIS**_____ I expect to arrive at
> **A L H E** _____ New York City
> **GNK**_____ Friday.

Example 3.—Some of the sentences in the book require quite a number of groups to complete their meaning; for instance, OTU—"You, or vessel indicated, should telegraph to person, s indicated, giving number indicated, clear days notice of your estimated date of arrival, *at.*" This might be followed by—

> **KDEB**_____ S. S. *Gulfstar*
> **A Q G** _____ Lloyd's Agent
> **5**_____ 5
> **AMCG**_____ Panama.

The complete message would then read—

"S. S. *Gulfstar* should telegraph to Lloyd's Agents giving 5 clear days notice of her estimated date of arrival at Panama."

Example 4.—"Position of S. S. *George Washington*, 58° 28′ N., 113° 42′ W. Course 275, speed 19 knots."

Under word "Position" is found: "Position, course and speed, *of.*"

The message is coded thus:

> **LFA**_____ Position, course and speed, *of*
> **KDCL**_____ *George Washington*
> **P5828**_____ 58° 28′ latitude
> **P1342**_____ 113° 42′ longitude
> **275**_____ 275
> **19**_____ 19.

Example 5.—"My position at 1700 is 225°, 10 miles from Beachy Head."

Under word "Position" is found: "Vessel's position, *at time indicated.*"

The message is coded thus:

> **LFO**_____ Vessel's position, *at time indicated*
> **T1700**_____ 1700
> **X225**_____ 225°
> **10**_____ 10
> **ABLX**_____ Beachy Head.

Example 6.—"S. S. *Woodfield* in position 0° 15′ N., 32° 53′ W. is in distress and requires immediate assistance."

Under word "Distress" is found:

"Vessel in distress in position indicated requires immediate assistance."

The message is coded thus:

BLF_____ Vessel in distress in position indicated requires immediate assistance.
GPVB_____ S. S. *Woodfield*
P0015_____ 0° 15′
IGD_____ North latitude
P3253_____ 32° 53′ (longitude).

Example 7.—"I have failed to locate derelict." No adequate complete phrase is to be found in the code, therefore the message must be coded word by word.

The word "fail" is one of the qualified ones, viz:

(1) Fail (Run short *or* Cease).
(2) Fail (Be unsuccessful).
(3) Fail (Not functioning).
(4) Fail to (Omit to).

In the example, evidently the "Fail" (Be unsuccessful) is the one to be used.

The message will then read—

HJI_____ I
FYI_____ Failed, *to* —— *Has, Have, ing* (Been unsuccessful).
IUL_____ Locate, s.
Locating —— *Am, Is, Are.*
ESV_____ Derelict, s.

Example 8.—Use of some amplifying phrases:

(*a*) The group HMV means: "Ice patrol vessel is on her station."

By preceding this group by AGW—group which follows is a question—the meaning of the message will be: "Is ice patrol vessel on her station?"

By using the group AGY—group which follows is to be read in the negative— the message would read: "Ice patrol vessel is not on her station."

(*b*) The group KWR means: $\begin{cases} \text{"Pick, s up} \\ \text{"Picking up —— } Am, Is, Are," \end{cases}$ and INI—

"Lifeboat-s."

By using AGT—"the following is a request" before groups KWR and INI, the meaning of the message will be: I request you to pick up lifeboat.

Example 9 —Specimen decoded message:

STN_____ $\begin{cases} \text{Picked up —— } Has, Have, ing. \\ \text{Collected —— } Has, Have, ing. \end{cases}$
EDR_____ Crew, s.
3_____ 3.
CEC_____ Boat, s.
RCZ_____ $\begin{cases} \text{Belonging to.} \\ \text{Of.} \end{cases}$
IBNS_____ S. S. *Leme.*
RHL_____ Sunk —— *Has, Have, ing.*
13_____ 13th.
VFB_____ Instant.   Current.   Existing.
AGQ_____ Full stop.
RKD_____ Mine.   My.
LDK_____ Next port of call.
AACF_____ Aden.
AGQ_____ Full stop.
AEM_____ I will *glean.*
OTB_____ Telegraph, s.
Telegraphing —— *Am, Is, Are.*
TVJ_____ Name, s.
KVP_____ Person, s.
MWJ_____ Saved —— *Has, Have, ing.*

Have picked up crews three boats belonging to S. S. *Leme,* sunk 13th instant. My next port of call Aden. I will telegraph names persons saved.

SINGLE-LETTER SIGNALS

Only those marked with an asterisk should be used by flashing

A   I am undergoing a speed trial.

B   I am taking in or discharging explosives.

C   Yes (Affirmative).

D   Keep clear of me—I am maneuvering with difficulty.

E   I am directing my course to starboard.

*F   I am disabled. Communicate with me.

G   I require a pilot.

H   I have a pilot on board.

I   I am directing my course to port.

J   I am going to send a message by semaphore.

*K   You should stop your vessel instantly.

*L   You should stop. I have something important to communicate.

M   I have a doctor on board.

N   No (Negative).

*O   Man overboard.

*P   IN HARBOR (Blue Peter)—All persons are to repair on board as the vessel is about to proceed to sea. (NOTE.—To be hoisted at the foremast head.)

     AT SEA—Your lights are out, or burning bad.

Q   My vessel is healthy and I request free pratique.

*R   The way is off my ship; you may feel your way past me.

S   My engines are going full speed astern.

T   Do not pass ahead of me.

*U   You are standing into danger.

*V   I require assistance.

*W   I require medical assistance.

X   Stop carrying out your intentions and watch for my signals.

Y   I am carrying mails.

*Z   To be used to address or call shore stations.

NOTE.—For meaning of P, T, and X if followed by a numeral group, see articles 60, 51, and 55, respectively. See also Towing Signals on page 341.

(34)

TWO-LETTER SIGNALS

ABANDON

A C Aircraft *indicated if necessary* will have to be abandoned.

A D I must abandon my vessel.

A E I shall abandon my vessel unless you will stand by me.

A F I, or crew of vessel indicated, wish to abandon my, or their, vessel but have not the means.

A G I do NOT intend to abandon my vessel.

A H You should abandon your vessel as quickly as possible.

A I You should NOT abandon aircraft. I shall attempt to take you in tow.

A J You should NOT abandon your vessel.

A K Do you intend to abandon your vessel?

ACCIDENT

A L Accident. Man, or men, dangerously injured.

A M Accident has occurred. I require a doctor.

A N Boiler accident has occurred. I require a doctor.

AFLOAT AND AGROUND

A O I am afloat.

A P I am aground.

A Q Aground seriously damaged—*Am, Is, Are.*

A S I am aground and likely to break up. Require immediate assistance.

A T I am aground and require immediate assistance.

A U I am aground. Send what immediate assistance you can.

A V I am aground. Will you endeavor to tow me off?

A W I CAN NOT be refloated by any means now available.

A X I may be refloated if prompt assistance be given.

A Y You will be aground.

A Z You will be aground at low water.

B A Are you afloat?

AHEAD AND HEADWAY

B C Full speed ahead.

B D I have headway.

B E I have headway. My engines are going ahead.

B F I CAN NOT make headway.

B G You should go ahead.

B H You should go ahead easy.

B I You should go ahead full speed.

B J You should keep going ahead.

B K You should keep your engines going ahead.

AIRCRAFT

B L Airplane is down in position indicated and requires immediate assistance.

B M Airplane reported in distress is receiving assistance.

B N Aircraft are engaged in taking off and landing on, or near, this vessel. You should NOT approach too near.

B O Aircraft *indicated if necessary* left at time indicated.

B P Aircraft *indicated if necessary* is seriously damaged. Will you take off mail and passengers?

B Q Airship is down in position indicated and requires immediate assistance.

B R Airship reported in distress is receiving assistance.

B S All is ready to receive you at mooring mast.

B U I am about to alight to make good defect. Will you stand by me?

B V I am alighting in position indicated; am short of petrol.

B W I am alighting in position indicated with engine trouble.

B X I am alighting to pick up crew of disabled aircraft in position indicated.

B Y I am forced to alight. Stand by to pick up crew.

B Z I shall endeavor to fly to the land now.

C A I sighted an airplane at time indicated in position indicated steering course indicated.

C B I sighted an airship at time indicated in position indicated steering course indicated.

C D Sea is smooth enough for you to alight near me.

C E Sea is too rough for you to alight.

C F You CAN NOT be received at mooring mast at present.

C G You should alight as near to me as possible.

C H You should alight to leeward of me; I am stopped.

C I You should alight to windward of me; I am stopped.

C J You should prepare to receive me, or airship indicated, at mooring mast, *at time indicated.*

C K You should NOT approach mooring mast.

C L Can you communicate with the airplane?

C M Can you communicate with the airship?

C N Have you sighted or heard of airplane in distress?

C O How much longer can you remain in the air?

C P Is airplane in a condition to proceed?

C Q Is airship in a condition to proceed?

C R Is the sea smooth enough for me to alight near you?

ALONGSIDE

C S You should endeavor to come alongside.

C T You should NOT come alongside.

ANCHOR, ANCHORING, AND ANCHORAGE

C U   Anchorage is dangerous.
C V   Best berth for anchoring is.
C W   Best berth for anchoring is in number indicated fathoms.
C X   I have picked up telegraph cable with my anchor.
C Y   It is unsafe to remain at anchorage.
C Z   My anchor is aweigh.
D A   My anchor is foul. I require assistance.
D B   You should anchor.
D C   You should anchor as convenient.
D F   You should anchor in position indicated.
D G   You should anchor instantly.
D H   You should let go another anchor.
D I   You should NOT anchor on any account.
D J   You should NOT attempt to make the anchorage.
D K   You should NOT risk anchoring unless you have very good ground tackle.
D L   How does the anchorage bear from you?

ASSISTANCE

    Airplane is down in position indicated and requires immediate assistance_____*BL*
    Airplane reported in distress is receiving assistance_____*BM*
    Airship is down in position indicated and requires immediate assistance_____*BQ*
    Airship reported in distress is receiving assistance_____*BR*
D M   Haste is necessary.
    I am aground and likely to break up. Require immediate assistance_____*AS*
    I am aground and require immediate assistance_____*AT*
    I am aground. Send what immediate assistance you can_____*AU*
D N   I am coming to your assistance.
D O   I am drifting and require assistance.
D P   I am in danger of fouling my anchor and need immediate assistance of a tug.
    I am in distress and require immediate assistance_____*NC*
D Q   I am on fire and require immediate assistance.
D R   I am proceeding to the assistance of vessel in distress in position indicated.
D S   I CAN NOT assist you, or vessel indicated.
D T   I CAN NOT render assistance, *to*.
D U   I have parted towing hawser; can you assist me?
D V   I have sprung a leak and require immediate assistance.
    I may be refloated if prompt assistance be given_____*AX*
D W   I require a warp run out.
D X   I require assistance, *of, from*.
D Y   I require diver, s, *for, to*.
D Z   I require immediate assistance.
E A   I will stand by you, or vessel indicated.

ASSISTANCE—Continued

E B   Lighthouse, or lightship *indicated if necessary* requires assistance.
    My anchor is foul. I require assistance__*DA*
E C   Vessel indicated is in distress and requires immediate assistance.
E D   Vessel indicated requires assistance.
    Your distress signals are understood. Assistance is coming out to you_____*VC*
E F   You should render all possible assistance, *to*.
E G   You should send me immediate assistance.
E H   Can I assist you?
E I   Can you assist me, or vessel indicated?
    Can you discharge some oil to smooth sea?_____*SF*
E J   Do you require any further assistance?
E K   Do you require assistance, *from, of*?
E L   Do you require assistance in, to.
E M   Do you require immediate assistance?
E N   What assistance do you require?
E O   Will you assist me, or vessel indicated?
E P   Will you assist me into port, or port indicated? I am disabled as indicated.

ASTERN

E Q   Full speed astern.
E R   You should go astern.
E S   You should go astern easy.
E T   You should go full speed astern.

BAR

E U   Bar is dangerous.
E V   Bar is dangerous for small boats on ebbing tide.
E W   Bar is NOT dangerous.
E X   Bar is impassable.
E Y   What is the depth of water on the bar?
E Z   What will be the best time to cross the bar?

BEACON

    Position given was obtained by bearings of radiobeacon_____*UE*
    Radiobeacon indicated is out of action____*UF*
    What is your bearing of radiobeacon indicated?_____*UG*

BEARINGS

F A   Entrance bears from me as indicated.
F B   Place indicated bears from me as indicated.
F C   How does the entrance to harbor bear from you?

BOATS

F D	All boats lost. Can you take off passengers and crew?
F E	Boat has capsized *bearing to be indicated if necessary.*
F G	Boat has sunk.
F H	Boat is alongside.
F I	Boat, s is, are going to your assistance.
F J	Boat, s is, are on way to you.
F K	Boat is required by me, or vessel indicated.
F L	Boat should endeavor to land where flag is waved or light is shown.
F M	I am sinking. Send boats to take off passengers and crew.
F N	I CAN NOT send a boat.
F O	I have NO boat available, *for, to.*
F P	I have NO serviceable boats.
F Q	I require a boat, or number of boats indicated immediately.
F R	I require a boat. Man overboard.
	I require a boat or tug to tow me to berth_*XW*
F S	I require an ash boat.
F T	I require a dirt boat.
F U	I require a water boat.
F V	It is impossible to land.
F W	There is a boat in distress *bearing to be indicated if necessary.*
F X	You should NOT attempt to land in your own boat, s.
F Y	You should send a boat to take off the crew.
F Z	Your boat, s should keep to windward until hoisted.
G A	Can you send a boat, *for, to?*
G B	Can I use my own boats for landing?
G C	Have you seen or heard anything of my boat?
G D	How many serviceable boats have you?

BROADCAST

G E	Please broadcast the following message at the first convenient opportunity to all shipping in the vicinity.

BUOY

G F	Buoy is awash and is difficult to locate.
G H	Buoy has broken adrift.
G I	Buoy *indicated if necessary* is NOT in its proper position.
G J	Buoy, s is, are NOT to be depended on.
G K	Buoy which you are approaching is NOT in its proper position.
G L	You should leave the buoy to port.
G M	You should leave the buoy to starboard.
G N	You should steer directly for the buoy.
G O	Are there any buoys or beacons?
G P	Can you see the buoy?
G Q	How must I bring the buoy to bear?
G R	How does the buoy bear?

CABLE

	I have picked up telegraph cable with my anchor_____*CX*
G S	My cable is in danger of parting.
G T	You should veer your cable, *to length indicated.*

CAUTION OR DANGER

	Anchorage is dangerous_____*CU*
G U	Breakers, reef, rock or shoal ahead of you.
G V	Breakers, reef, rock, or shoal on your port bow.
G W	Breakers, reef, rock, or shoal on your starboard bow.
G X	Careful navigation is necessary.
G Y	Cyclone, hurricane, typhoon is approaching. You should put to sea at once.
G Z	Entrance is dangerous.
H A	Entrance is impassable.
H B	Fairway is dangerous.
H C	Fairway is dangerous without a pilot.
H D	I am engaged in submarine survey work. You should keep clear of me.
H E	I have struck a shoal or obstacle.
H F	I, We, have a sweep out. You should keep clear of it.
H G	I will pass ahead of you, or vessel indicated.
H I	I will pass astern of you, or vessel indicated.
H J	It is dangerous to come into less than number indicated feet of water.
H K	It is dangerous to come into less than number indicated meters of water.
H L	It is NOT safe to go so fast.
	It is unsafe to remain at anchorage_____*CY*
H M	Navigation is dangerous owing to.
H N	Reef, or shoal, stretches number indicated miles in direction indicated.
H O	Sea or surf is too heavy for landing.
H P	Submarines are exercising in this vicinity; you should navigate with great caution.
H Q	There is a telegraph cable in the direction indicated from me.
H R	There is an obstruction in the fairway.
H S	There is much shipping in the fairway. Proceed with caution.
H T	There is shoal water or danger in direction indicated from me, or object indicated.
H U	Thick fog is coming on.
H V	Vessel indicated is standing into danger.
H W	You are clear of all danger.
H X	You are in a dangerous position.
	You are standing into danger_____*JD*
H Y	You should beware of derelict dangerous to navigation in position indicated.
H Z	You should beware of telegraph cable on anchoring.
I A	You should get on the other tack or you will be ashore.
I B	You should keep clear of firing range.