

CAUTION OR DANGER—Continued

I C You should keep clear of me. I am loaded with dangerous cargo.
 I D You should keep closer in to the shore.
 I E You should keep more toward the shore.
 I F You should keep out of the current or tide.
 I G You should keep to windward of me, or vessel indicated.
 I H You should pass ahead of me, or vessel indicated.
 I J You should pass astern of me, or vessel indicated.
 I K You should prepare for a cyclone, hurricane, typhoon.
 I L You should remain where you are.
 I M You should shift your berth, it is dangerous.
 I N You should NOT come any closer.
 I O You should NOT come too close.
 I P You should NOT overtake me, or vessel indicated.
 I Q You should NOT pass ahead of me, or vessel indicated.
 I R You should NOT pass astern of me, or vessel indicated.
 I S You should NOT pass too close to me.
 I T Are you in danger, *from, of?*

CHART

I U I require a chart of the channel.
 I V I require a chart of the harbor.

COLLISION

I W I have been in collision, *with*.
 I X I have received serious damage in collision.
 I Y I have sunk a vessel, *name indicated if necessary*.
 I Z There has been a collision between vessels indicated.
 J A Vessel indicated has been in collision.
 J B Has the vessel with which you have been in collision resumed her voyage?
 J C Have you been in collision?
 J D You are standing into danger.

COLORS (NATIONAL)

J E Vessels which have just arrived, show your colors.
 J F You should show your colors.

COMMUNICATION

J G I wish to have personal communication with you.
 J H You should NOT communicate, have contact, with the shore, or vessel indicated.

COMPASS

J I I am adjusting compasses.
 J K I am swinging, or about to swing, for compass adjustment.

COURSE

J L I am about to alter course.
 J M I am altering course, *at, to*.
 J N You should alter course, *at, to*.
 J O You should alter course number indicated degrees to port.
 J P You should alter course number indicated degrees to starboard.
 J Q You should alter course to port.
 J R You should alter course to starboard.
 J S You should continue on your present course.
 J T You should follow me, or vessel indicated.
 J U You should indicate course to make the land or place indicated.

CREW

J V I require more hands.

DAMAGE

Aircraft indicated if necessary is seriously damaged. Will you take off mail and passengers? _____ BP
 Aground seriously damaged—Am, Is, Are AQ
 J W Boiler damaged and CAN NOT be repaired at sea.
 J X Damage CAN NOT be repaired at sea, or place indicated.
 J Y Damage, or defects, CAN NOT be repaired without assistance.
 J Z I have damaged my rudder. I CAN NOT steer.
 K A My vessel is very seriously damaged.
 K B My vessel is seriously damaged. I wish to transfer passengers.
 K C Can damage be repaired at sea?
 K D Can you repair damage without assistance?
 K E Is your vessel, or vessel indicated, seriously damaged?

DERELICT

K F Derelict has been sighted, or reported, off place or in position indicated, at time and on date indicated.

K G Hull of derelict is awash.

K H Hull of derelict is well out of water. You should beware of derelict dangerous to navigation in position indicated-----*HY*

K I Have you seen derelict?

DIRECTIONS FOR SAVING LIFE

K J A lookout will be kept on the beach all night.

K L I CAN NOT save the vessel: take off passengers and crew.

K M I will endeavor to connect with line throwing apparatus.

K N Line is fast.

K O Will attempt rescue with whip and breeches buoy.

K P You should endeavor to send me a line.

K Q You should look out for rocket line or line.

K R Can you connect with line throwing apparatus?

K S Have you a breeches buoy on board?

K T Have you a line throwing apparatus?

K U Is the line fast?

DIRECTIONS TO VESSELS UNDER WAY

K V You should come under my stern.

K W You should come within hail.

K X You should keep further away from me or vessel indicated.

K Y You should keep further from the land.

K Z You should keep further off.

L A You should keep to leeward of me, or vessel indicated.

L B You should keep under the lee of land.

L C You should keep within visual signal distance.

L D You should tack instantly.

L E You should take the way off your vessel.

L F You should use full helm when turning.

L G You should use small helm.

L H You should wear instantly.

DISABLED

L I I am disabled.

L J I am disabled. Will you tow me in or into place indicated?

L K I passed disabled vessel in position indicated.

L M I passed a vessel *name indicated if necessary* with her steering gear disabled in position indicated.

L N I sighted a disabled vessel in position indicated apparently without radio.

L O My engines are disabled.

L P My steering gear is disabled.

DISABLED—Continued

L Q One propeller is disabled, but I can proceed with the other.

L R Have you sighted a disabled vessel?

DISTRESS

L S Hold is flooded.

L T I am dragging. Can veer no more cable and have no more anchors to let go.

L U I am dragging my anchor, s. I am drifting and require assistance-----*DO*

L V I am in distress for want of fuel.

L W I am in shoal water. Direct me.

L X I am sinking. Send boats to take off passengers and crew-----*FM*

L Y My aircraft is in distress. Stand by me.

L Z My vessel is NOT under command.

M A Position given with S O S or Mayday from aircraft was. There is a boat in distress, *bearing to be indicated if necessary*-----*FW*

M B There is a vessel in distress in direction or position indicated.

M C Vessel indicated appears to be in distress. Vessel indicated is in distress and requires immediate assistance-----*EC*

M D Did you hear S O S or Mayday made by aircraft at time indicated?

M E Have you sighted or heard of a vessel in distress?

M F Is vessel *bearing indicated if necessary* in distress?

M G What was position given with S O S or Mayday from aircraft?

DOCTOR

Accident has occurred I require a doctor-----*AM*

Boiler accident has occurred. I require a doctor-----*AN*

M H Doctor requires assistance.

M I There is no doctor available.

M J Have you a doctor?

M K May I send a sick person to see your doctor?

DRAUGHT OF WATER

M L My draught of water is number indicated feet.

M N My draught of water is number indicated meters.

M O Your draught of water must not exceed number indicated feet.

M P Your draught of water must not exceed number indicated meters.

M Q What is your draught of water?

ENGINES

M R I have hot bearings.
M S I am obliged to stop engines.
M W My engines are disabled.....*LO*
M T My engines are stopped.

FAIRWAY

M U Fairway has altered; do not try it.
M V Fairway is buoyed.
M W Fairway is NOT buoyed.
M X Fairway is clear.
M Y Fairway is dangerous.....*HB*
M Z Fairway is dangerous without a pilot.....*HC*
M Y Fairway is mined.
M Z Fairway is NOT mined.
N A Fairway is obstructed by a vessel.
N B Fairway is obstructed by vessel aground.
N C I am in distress and require immediate assistance.
N D Fairway is obstructed by sunken wreck.
 There is an obstruction in the fairway.....*HR*
N E You should keep in the center of the fairway.
N F You should keep on the port side of the fairway.
N G You should keep on the starboard side of the fairway.
N H Is the fairway buoyed?
N I What is the state of the fairway?

FIRE

N J Fire can be reached easily.
N K Fire is difficult to reach.
N L Fire is extinguished.
N M Fire is gaining.
N O Fire is gaining rapidly. Take off passengers and crew
N P Fuel oil is on fire.
N Q I am on fire.
 I am on fire and require immediate assistance.....*DQ*
N R I am on fire; have flooded hold.
N S I am on fire in bunker, s.
N T I am on fire in hold, s.
N U I am on fire in passengers' or crews quarters.
N V I am on fire in storeroom.
N W I am on fire. Send boats to take off passengers and crew.
N X I can get the fire under control without assistance.
N Y My cargo in the hold is on fire.
N Z Vessel indicated is on fire.
O A Are you on fire?
O B Is fire extinguished?
O C Where is the fire?

HARBOR

O D Harbor is closed.
O E Harbor is open.
O F I am proceeding out of harbor.

HARBOR—Continued

O G You should NOT attempt to enter the harbor, or place indicated.
O H Can I proceed into harbor?
O I Do you intend to enter the harbor?

HAWSER

O J You should send a boat with a hawser.
O K Have you a hawser?

HEAVE TO

O L Heave to or I will open fire on you.
O M You should heave to. Head offshore.
O N You should heave to; stop at once.
O P You should heave to. I will send a boat.

ICE

O Q I passed numerous icebergs on or near track.
O R I sighted ice in position indicated.
O S I sighted berg ice in position indicated.
O T I sighted berg ice and pack ice in position indicated.
O U I sighted pack ice in position indicated.
O V I have NOT sighted any ice and have had clear weather.
O W Ice has been encountered in position indicated.
O X Ice has been reported in position indicated.
O Y Icebergs reported in position indicated.
O Z You should take precaution owing to ice conditions.
P A Have you sighted any ice? If so, state position and whether berg or pack.

LAND, LANDMARKS, AND LIGHTS

P B All lights are out along the coast of.
P C I am not in my correct position. (To be used by a lightship.)
P D I, or aircraft indicated, except, s to arrive over airdrome about time indicated and will require lights.
P E Light buoy is extinguished.
P F Lights or fires will be shown at the best landing places.
P G Lightship at place indicated is out of her position.
P H You should indicate the bearing of the light, lighthouse, or lightship from you.
P I You should keep the light, lighthouse, or lightship between bearings indicated.
P J On what bearing shall I keep light or landmark indicated?
P K When did you last sight the land?

LEAK

P L Boiler is leaking seriously.
P M Boiler tube, s is, are leak, ing, y.
P N I CAN NOT stop the leak.
P O I have number indicated feet of water in the hold.
P Q I have sprung a leak.
 I have sprung a leak and require immediate assistance-----DV
P R I have stopped the leak.
P S Leak is gaining rapidly.
P T I require a pilot.
P U Vessel indicated has sprung a leak.
P V Can you stop the leak?
P W Have you, or has vessel indicated, sprung a leak?
P X Is the leak dangerous?

LIFEBOAT

P Y I have no lifeboat.
P Z I have sent for a lifeboat.
Q A Lifeboat, s CAN NOT get alongside.
Q B Lifeboat CAN NOT reach you.
Q C Lifeboat is going to you.
Q D There is no lifeboat here.
Q E Lifeboat, s should approach vessel as near as possible and drag people on board.
Q F You should send a lifeboat to take off crew.
Q G Your should send all available lifeboats.
Q H Do you require a lifeboat?

LIGHTS (SHIPS)

Q I I will show a light to-night when I alter course.
 Nature of light to be indicated.
Q J You should keep a light showing.
Q K You should show no lights.
Q L (See page 339.)
Q M Your lights are out, or want trimming.

LIGHTERS

Q N I require a lighter, or number of lighters indicated, immediately.
Q O No more lighters are available.

MAIL

Q P Aircraft indicated if necessary has mails and passengers to transfer to you.
Q O (See page 339.)

MAIL—Continued

Q R Air mail has arrived, from.
Q S Air mail has NOT arrived, from.
Q T Air mail is due to arrive here, or at place indicated, at, on.
Q U Air mail is due to leave, at, on.
Q V I have on board mail for place indicated.
Q W I have on board mail for you, or vessel indicated.
Q X I have on board mail from place indicated.
Q Y You should send for your mail.
Q Z Are there any mails or passengers for transfer to aircraft indicated if necessary?
R A Has air mail arrived, from?
R B Has the mail arrived from place indicated?
R C Have you any mail, for place indicated?
R D Have you any mail for me?
R E When is air mail due to leave?
R F Will you take mail for place indicated?

MESSAGES AND TELEGRAMS

R G I have telegram, s for you.
R H Message has been received.
R I You should repeat back the message.
R J Have you any message for me?

MINES

B K A mine in sight, bearing indicated if necessary.
 Fairway is mined-----MY
 Fairway is NOT mined-----MZ
B L I sighted a mine in position indicated.
B M Mine field ahead of you. Heave to until you receive instructions.
B N Mines are reported to be in vicinity of.
B O There is danger from mines in this area, or area indicated.
B P You should keep a lookout for mines.
B Q Is there any danger from mines?

MISCELLANEOUS

B S Is all well with you?
B T What is the matter, with?
B U What was the matter, with?
B V Where are you bound?
B W Where are you from?

MUTINY

B X Mutiny. I require assistance.
B Y Crew have mutinied.

| NAME | | POSITION |
|---------------|---|--|
| R Z | What is the name of light, lighthouse, or lightship in sight, bearing indicated if necessary? | Position given with S O S or Mayday from aircraft was----- <i>MA</i> |
| S A | What is the name of the vessel or signal station in sight, bearing indicated if necessary? | S Y Are you able to fix your position by shore bearings? |
| S B | What is the name of vessel with which you collided? | What was position given with S O S or Mayday from aircraft----- <i>MG</i> |
| S C | What is the name of your vessel? | |
| OIL | | PROCEED, ETC. |
| S D | I am short of lubricating oil. Can you supply? | S Z I am proceeding to the anchorage, or place indicated, with all speed. |
| S E | I am short of petrol. Can you supply? | T A I can proceed at number indicated knots. |
| S F | Can you discharge some oil to smooth sea? | T B I can proceed with one engine. |
| ORDERS | | T C I can only proceed at slow speed. |
| S G | I have orders for you, or vessel indicated. | T D You should proceed at number indicated knots. |
| S H | I have orders for you to discharge cargo at place indicated. | T E You should proceed at slow speed while passing vessel, s or station making this signal. |
| S I | I require orders. | T F You should proceed with great caution at easy speed. |
| S J | Have you any orders for me? | T G Is your vessel, or vessel indicated, in a condition to proceed? |
| PASSENGERS | | PROPELLER |
| S K | I wish to land passengers. | T H I have lost my propeller. |
| S L | Have you any passengers to transfer to me? | T I Propeller shaft is broken. |
| PILOT | | PROVISIONS |
| S M | I require a pilot----- <i>PT</i> | T J I have only sufficient provisions for number indicated days. |
| S N | It is dangerous to proceed without a pilot. | T K I require provisions urgently. |
| S O | Pilot is coming out to you now, or at time indicated. | T L Do you require provisions? |
| S P | Pilot boat is most likely on bearing indicated, or off place indicated. | |
| S Q | You should send a boat for a pilot. | |
| S R | Have you seen a pilot boat? | |
| | Where can I pick up a pilot, <i>for?</i> | |
| POLICE | | QUARANTINE AND PRATIQUE |
| S T | I require police boat. | T M I am in quarantine <i>number of days remaining to be indicated if necessary.</i> |
| PORT (HARBOR) | | T N I have a clean bill of health from place indicated. |
| S U | I wish to enter dock (wet). | T O I have, or vessel indicated has, pratique. |
| S V | I wish to enter the port. | T P No one allowed on board. |
| S W | I wish to leave the port. | T Q You have pratique. |
| S X | Permission is urgently required to enter harbor. | T R You should hoist the quarantine signal. |
| | | T S Do you come from a port which will necessitate your being placed in quarantine? |
| | | T U Have I pratique? |
| | | T V Have you, or has vessel indicated, a clean bill of health? |
| | | T W Have you had any contact with infected vessels or places? |

RADIO

T X I am endeavoring to get in touch by radio.
T Y My radio is manned.
T Z My radio is NOT working.
U A No one on board able to work radio apparatus.
U B You should man your radio room.
U C Can you use your radio?

RADIOBEACON

U E Position given was obtained by bearings of radiobeacon.
U F Radiobeacon indicated is out of action.
U G What is your bearing of radiobeacon indicated?

RECKONING

U H My reckoning is NOT to be depended on.

REPLY

U I Reply is "Yes" (In the affirmative).
U J Reply is "No" (In the negative).

RUDDER

U K My rudder is hard over, vessel's head is going to port, to the left.
U L My rudder is hard over, vessel's head is going to starboard, to the right.
U M My rudder is jammed.

SEARCHLIGHT

I am dazzled by your searchlight, *s*; douse or lift it, them-----*ZO*

SICK, SICKNESS

U N The sickness is contagious or infectious.
U O The sickness is NOT contagious or infectious.
U P You should NOT have contact with vessel or place indicated on account of sickness.
U Q Is the sickness contagious or infectious?
U R Is there any sickness at place indicated?
U S May I land my sick?
U T What is the sickness?

SIGNALS

U V I am waiting for you to hoist your Answering Pennant close up.
U W I CAN NOT distinguish your flags.
U X I do NOT use semaphore.
U Y I shall repeat my signal after the number indicated group.
U Z I wish to signal to you. Will you come within easy signal distance?

SIGNALS—Continued

V A My last hoist was incorrect. I will hoist it correctly.
V B Signal is NOT understood though flags are distinguished.
V C Your distress signals are understood. Assistance is coming out to you.
V D Your distress signals are understood. The nearest life-saving station is being informed.
V E Please repeat the signal now being made to me by vessel or station bearing indicated if necessary.
V F Vessel, *s* which has, have, just arrived should hoist signal letters.
V G You should cancel the whole flag signal now being made.
V H You should hoist your signal letters.
V I You should keep a lookout for signals from me, or from vessel or station indicated.
V J You should repeat your signal the number of hoist required is to be indicated if necessary.
V K You should transmit your signal by radio. Can you communicate with the airplane?

CL
 Can you communicate with the airship?

CM

SOUNDINGS

V L I am in number indicated feet of water.
V M I am in number indicated meters of water.
V N There are number indicated feet of water on the bar now, or at time indicated.
V O There are number indicated meters of water on the bar now, or at time indicated.
V P You will have enough water over the bar.
V Q You will NOT have enough water over the bar.
V R You will NOT have less than number indicated feet of water.
V S You will NOT have less than number indicated meters of water.
V T What are the least soundings you have at high water?
V U What are the least soundings you have at low water?
V W What is the least depth of water in feet I shall have at place and time indicated?
V X What is the least depth of water in meters I shall have at place and time indicated?
V Y What soundings have you?

SPEED

V Z You should increase your speed, to speed indicated.
W C You should proceed at your utmost speed.
W D You should reduce your speed, to speed indicated.
W E Are you proceeding at full speed?
W F What is your present speed?

STEAM

WG I have steam up and engines ready.
WH Steam will NOT be ready for number indicated minutes.
WI You should keep steam up.
WJ You should raise steam and report when ready.
WK You should raise steam as quickly as possible.
WL You should raise steam to ensure safety.
WM At what time will you have steam up?
WN Have you steam up?
WO Shall I raise steam?

TOW—TOWING

I am disabled. Will you tow me in or into place indicated? *LJ*
X S I am towing a float.
X T I am towing a target.
X U I CAN NOT take you, or vessel indicated, in tow. I have parted towing hawser. Can you assist me? *DU*
X V I, or vessel indicated, require, s towing.
X W I require a boat or tug to tow me to berth.
X Y Can you take me in tow?
X Z Shall I take you in tow?

STEER

WP You are steering too much to port.
WQ You are steering too much to starboard.
WR You should steer directly for the beacon, or object indicated.
You should steer directly for the buoy... *GN*
WS You should steer more to port.
WT You should steer more to starboard.
WW What course should I steer to make nearest land?
WV Will you direct me how I should steer?

TUG

I am in danger of fouling my anchor and need immediate assistance of a tug..... *DP*
Y A I require a tug or number indicated tugs.
I require a tug, or boat to tow me to berth *XW*
Y B There are no tugs available.
Y C Tug is, or number indicated tugs are, on its, their, way to you.

STOP

WX I CAN NOT stop to communicate with you.
WY You should stop your engines immediately.
WZ You should stop your vessel instantly.

UNDER WAY

Y D I am, or vessel indicated is, under way.
Y E You should get under way as soon as you can, *reason may be indicated*.
Y F You should keep under way.
Y G Are you, or vessel indicated, under way?
Y H At what time will you be under way?

TIDE

XA Ebb tide, s.
XB Flood tide, s.
XC High-tide slack water.
XD Low-tide slack water.
XE Tide is falling.
XF Tide is rising.
XG At high water you will have number indicated feet.
XH At high water you will have number indicated meters.
XI At low water you will have number indicated feet.
XJ At low water you will have number indicated meters.
KK You should wait until high water.
XL What is the rise and fall of the tide?
XM What is the state of the tide?
XN What is the time of next high water?
XO What is the time of next low water?
XP When will the tide commence to ebb?
XQ When will the tide commence to flood?
XR When will the tide turn?

WATER

Y I I have water for number indicated days only.
Y J I require water immediately.
Y K I require water for radiators. Can you supply?
Y L Do you require boiler water?
Y M Do you require drinking water?

WAY

YN I have steerageway.
YO I have NOT yet steerageway.
YP I have sternway.

WEATHER

Y Q Barometer is falling.
Y R Barometer is rising.
Y S Barometer is steady.
Y T Bad weather is expected from direction indicated.
Y U Gale is expected from the direction indicated.
Y V Heavy weather coming: take necessary precautions.
 Cyclone, hurricane, typhoon is approaching.
 You should put to sea at once.....*GY*
 Thick fog is coming on.....*HU*
Y W Weather report is NOT available.
 You should prepare for a cyclone, hurricane, typhoon.....*IK*
Y X You should wait until the weather moderates.
Y Z Is bad weather expected?
Z A What is the barometer doing?
Z B What is the weather forecast for to-day?
Z C What is the weather forecast for to-morrow?

WEIGHING

Z D I am ready to weigh.
Z E I shall weigh as soon as the weather permits.

WEIGHING—Continued

Z F I shall weigh immediately, or at time indicated.
Z G You should prepare to weigh.
Z H You should weigh, cut or slip. Wait for nothing.
Z I You should weigh immediately, or at time indicated.
Z J Are you ready to weigh?

WHISTLE OR SIREN

Z K I shall signal with whistle or siren during fog.
Z L You should sound whistle or siren at intervals.

WIND

Z M Direction and force of wind is.
Z N What is the wind direction and force?
Z O I am dazzled by your searchlight, s; douse or lift it, them.

POINTS OF THE COMPASS

| | | | | | | | |
|-----------|-----|-----------|-----|-----------|-----|-----------|-----|
| North | JUG | South | NTG | East | FKO | West | QLG |
| N. by E. | JUJ | S. by W. | NTJ | E. by S. | FKR | W. by N. | QLI |
| NNE | JUQ | SSW | NTR | ESE | FKU | WNW | QLL |
| NE. by N. | JUO | SW. by S. | NTT | SE. by E. | NTM | NW. by W. | JUV |
| NE. | JUM | SW. | NTS | SE. | NTL | NW. | JUT |
| NE. by E. | JUN | SW. by W. | NTU | SE. by S. | NTN | NW. by N. | JUU |
| ENE | FET | WSW | QLM | SSE | NTQ | NNW | JUR |
| E. by N. | FEQ | W. by S. | QLJ | S. by E. | NTI | N. by W. | JUK |

RELATIVE BEARINGS

Right ahead ----- R B F Right astern ----- R C A

POINTS

| | |
|--------------|--------------------------------|
| A A A | 1 point on the port bow. |
| A A B | 2 points on the port bow. |
| A A C | 3 points on the port bow. |
| A A D | 4 points on the port bow. |
| A A E | 3 points before the port beam. |
| A A F | 2 points before the port beam. |
| A A G | 1 point before the port beam. |
| A A H | On the port beam. |
| A A I | 1 point abaft the port beam. |
| A A J | 2 points abaft the port beam. |
| A A K | 3 points abaft the port beam. |
| A A L | On the port quarter. |
| A A M | 3 points on the port quarter. |
| A A N | 2 points on the port quarter. |
| A A O | 1 point on the port quarter. |

| | |
|--------------|-------------------------------------|
| A B G | 1 point on the starboard bow. |
| A B H | 2 points on the starboard bow. |
| A B I | 3 points on the starboard bow. |
| A B J | 4 points on the starboard bow. |
| A B K | 3 points before the starboard beam. |
| A B L | 2 points before the starboard beam. |
| A B M | 1 point before the starboard beam. |
| A B N | On the starboard beam. |
| A B O | 1 point abaft the starboard beam. |
| A B P | 2 points abaft the starboard beam. |
| A B Q | 3 points abaft the starboard beam. |
| A B R | On the starboard quarter. |
| A B S | 3 points on the starboard quarter. |
| A B T | 2 points on the starboard quarter. |
| A B U | 1 point on the starboard quarter. |

DEGREES

| | |
|--------------|---------------|
| A A P | 10° to port. |
| A A Q | 20° to port. |
| A A R | 30° to port. |
| A A S | 40° to port. |
| A A T | 50° to port. |
| A A U | 60° to port. |
| A A V | 70° to port. |
| A A W | 80° to port. |
| A A X | 90° to port. |
| A A Y | 100° to port. |
| A A Z | 110° to port. |
| A B A | 120° to port. |
| A B B | 130° to port. |
| A B C | 140° to port. |
| A B D | 150° to port. |
| A B E | 160° to port. |
| A B F | 170° to port. |

| | |
|--------------|--------------------|
| A B V | 10° to starboard. |
| A B W | 20° to starboard. |
| A B X | 30° to starboard. |
| A B Y | 40° to starboard. |
| A B Z | 50° to starboard. |
| A C A | 60° to starboard. |
| A C B | 70° to starboard. |
| A C C | 80° to starboard. |
| A C D | 90° to starboard. |
| A C E | 100° to starboard. |
| A C F | 110° to starboard. |
| A C G | 120° to starboard. |
| A C H | 130° to starboard. |
| A C I | 140° to starboard. |
| A C J | 150° to starboard. |
| A C K | 160° to starboard. |
| A C L | 170° to starboard. |
| A C M | 180° to starboard. |

STANDARD TIMES

| Hours and minutes plus or minus from G. M. T. | Standard time |
|--|-----------------------------|
| A C N + 12 | Fiji Islands. |
| A C O + 11. 30 | New Zealand. |
| A C P + 11 | Marshall Islands. |
| A C Q + 10 | British New Guinea. |
| A C R + 9. 30 | South Australia. |
| A C S + 9 | Japanese central. |
| A C T + 8 | Chinese (Japanese western). |
| A C U + 7 | Straits Settlements. |
| A C V + 6 | |
| A C W + 5. 30 | India. |
| A C X + 5 | |
| A C Y + 4 | |
| A C Z + 3 | |
| A D A + 2 | East European. |
| A D B + 1 | Mid-European. |
| A D C 0 G. M. T. | G. M. T. West European. |
| A D D - 1 | |
| A D E - 2 | South Atlantic. |
| A D F - 3 | Eastern Brazil. |
| A D G - 4 | Atlantic. |
| A D H - 4. 30 | Venezuela. |
| A D I - 5 | Eastern. |
| A D J - 6 | Central. |
| A D K - 7 | Mountain. |
| A D L - 8 | Pacific. |
| A D M - 9 | |
| A D N - 10 | |
| A D O - 10. 30 | Hawaiian. |
| A D P - 11 | |
| A D Q - 11. 30 | British Western Samoa. |

A D R Ship's time (longitude of meridian in use may be indicated).

A D S Standard time of country or place indicated.

A D T Standard summer time of country or place indicated.

A D U Zone time of zone plus (number indicated).

A D V Zone time of zone minus (number indicated).

MODEL VERB

AFFIRMATIVE

| | |
|------------|--|
| ADW | <i>Glean.</i> (An order.) |
| ADX | { <i>I glean.</i> I am <i>gleaning.</i> |
| ADY | { <i>He, She, It, or ——, gleans.</i> <i>He, She, It, or ——, is gleaned.</i> |
| ADZ | { <i>We glean.</i> We are <i>gleaning.</i> |
| AEA | { <i>You glean.</i> You are <i>gleaning.</i> |
| AEB | { <i>They, or —— s, glean.</i> <i>They, or —— s, are gleaned.</i> |
| AEC | <i>I was gleaned.</i> |
| AED | <i>He, She, It, or ——, was gleaned.</i> |
| AKK | <i>We were gleaned.</i> |
| AEF | <i>You were gleaned.</i> |
| AEG | <i>They, or —— s, were gleaned.</i> |
| AEH | { <i>I gleaned.</i> I have <i>gleaned.</i> |
| AEI | { <i>He, She, It, or ——, gleaned.</i> <i>He, She, It, or ——, has gleaned.</i> |
| AEJ | { <i>We gleaned.</i> We have <i>gleaned.</i> |
| AEK | { <i>You gleaned.</i> You have <i>gleaned.</i> |
| AEL | { <i>They, or —— s, gleaned.</i> <i>They, or —— s, have gleaned.</i> |
| AEM | <i>I will glean.</i> |
| AEN | <i>He, She, It, or ——, will glean.</i> |
| AEQ | <i>We will glean.</i> |
| AEP | <i>You will glean.</i> |
| AEQ | <i>They, or —— s, will glean.</i> |
| AER | <i>I would glean.</i> |
| AES | <i>He, She, It, or ——, would glean.</i> |
| AET | <i>We would glean.</i> |
| AEU | <i>You would glean.</i> |
| AEV | <i>They, or —— s, would glean.</i> |

NEGATIVE

| | |
|------------|--|
| AEW | <i>Do not glean.</i> (An order.) |
| AEX | { <i>I do not glean.</i> I am not <i>gleaning.</i> |
| AEY | { <i>He, She, It, or ——, does not glean.</i> <i>He, She, It, or ——, is not gleaned.</i> |
| AEZ | { <i>We do not glean.</i> We are not <i>gleaning.</i> |
| AFA | { <i>You do not glean.</i> You are not <i>gleaning.</i> |
| AFB | { <i>They, or —— s, do not glean.</i> <i>They, or —— s, are not gleaned.</i> |
| AFC | <i>I was not gleaned.</i> |
| AFD | <i>He, She, It, or ——, was not gleaned.</i> |
| AFF | <i>We were not gleaned.</i> |
| AFG | <i>You were not gleaned.</i> |
| AFH | { <i>They, or —— s, were not gleaned.</i> I did not <i>glean.</i> |
| AFI | { <i>He, She, It, or ——, did not glean.</i> <i>He, She, It, or ——, has not gleaned.</i> |
| AFJ | { <i>We did not glean.</i> We have not <i>gleaned.</i> |
| AFK | { <i>You did not glean.</i> You have not <i>gleaned.</i> |
| AFL | { <i>They, or —— s, did not glean.</i> <i>They, or —— s, have not gleaned.</i> |
| AFM | <i>I will not glean.</i> |
| AFN | <i>He, She, It, or ——, will not glean.</i> |
| AFO | <i>We will not glean.</i> |
| AFP | <i>You will not glean.</i> |
| AFQ | <i>They, or —— s, will not glean.</i> |
| AFR | <i>I would not glean.</i> |
| AFS | <i>He, She, It, or ——, would not glean.</i> |
| AFT | <i>We would not glean.</i> |
| AFU | <i>You would not glean.</i> |
| AFV | <i>They, or —— s, would not glean.</i> |

INTERROGATIVE

| | |
|------------|---|
| AFW | { <i>Do I glean</i> Am I <i>gleaning</i> |
| AFX | { <i>Does he, she, it, or ——, glean</i> Is he, she, it, or ——, <i>gleaning</i> |
| AFY | { <i>Do we glean</i> Are we <i>gleaning</i> |
| AFZ | { <i>Do you glean</i> Are you <i>gleaning</i> |
| AGA | { <i>Do they, or —— s, glean</i> Are they, or —— s, <i>gleaning</i> |
| AGB | <i>Was I gleaned</i> |
| AGC | <i>Was he, she, it, or ——, gleaned</i> |
| AGD | <i>Were we gleaned</i> |
| AGE | <i>Were you gleaned</i> |
| AGF | <i>Were they, or —— s, gleaned</i> |

| | |
|------------|--|
| AGG | { <i>Did I glean</i> Have I <i>gleaned</i> |
| AGH | { <i>Did he, she, it, or ——, glean</i> Has he, she, it, or ——, <i>gleaned</i> |
| AGI | { <i>Did we glean</i> Have we <i>gleaned</i> |
| AGJ | { <i>Did you glean</i> Have you <i>gleaned</i> |
| AGK | { <i>Did they, or —— s, glean</i> Have they, or —— s, <i>gleaned</i> |
| AGL | <i>Will I glean</i> |
| AGM | <i>Will he, she, it, or ——, glean</i> |
| AGN | <i>Will we glean</i> |
| AGO | <i>Will you glean</i> |
| AGP | <i>Will they, or —— s, glean</i> |

PUNCTUATION AND AMPLIFYING PHRASES

| | | | |
|------------|--|------------|--|
| AGQ | Period (FULL STOP). | AGY | Group which follows is to be read in the NEGATIVE . |
| AGR | QUESTION mark ? | AGZ | Group which follows is to be read in the PLURAL . |
| AGS | The following is in PLAIN LANGUAGE . | AHA | Group which follows is to be read in the SINGULAR . |
| AGT | The following is a REQUEST . | AHB | Group which follows is to be read in the SUPERLATIVE . |
| AGU | The following is ADVICE or a SUGGESTION . | | |
| AGV | Group which follows is an ORDER . | | |
| AGW | Group which follows is a QUESTION . | | |
| AGX | Group which follows is to be read in the COMPARATIVE . | | |

GENERAL VOCABULARY

| | | | | |
|------------|---|------------|-----------------|---|
| AHC | A (Letter). | | AHZ | Abolished —— <i>Has, Have, ing.</i> |
| AHD | Â. | | AIA | ABOUT. |
| AHE | Ä (Ae). | | AIB | About (Approximately). |
| AHF | A. | | AIC | About to (On the point of). |
| | Å An. | RAR | AID | I am about to. |
| AHG | ABAFT. | | ABOVE. | |
| AHH | ABANDON , s. | | AIE | Above sea level. |
| | Abandoning —— <i>Am, Is, Are.</i> | | AIF | Above water. |
| AHI | I intend to abandon my vessel. | | AIG | ABREAST , of. |
| | I do not intend to abandon my vessel. | <i>AG</i> | | Line abreast —— <i>ISA</i> |
| | I must abandon my vessel. | <i>AD</i> | ABROAD. | |
| | I, or crew of vessel indicated, wish to | | AII | From abroad. |
| | abandon my, or their, vessel but have | | ABSCESS. | |
| | not the means. | <i>AF</i> | AIJ | Abscess in groin. |
| | I shall abandon my vessel unless you | | AIK | ABSENCE , of. |
| | will stand by me. | <i>AE</i> | AIL | During the absence of. |
| AHJ | I shall abandon vessel when, or if, | | AIM | ABSENT. |
| | weather permits. | | AIN | Absent from. |
| | You should abandon your vessel as | | AIO | ACCEDE , s, to. |
| | quickly as possible. | <i>AH</i> | | Acceding, to —— <i>Am, Is, Are.</i> |
| | You should NOT abandon aircraft. | | AIP | Acceded, to —— <i>Has, Have, ing.</i> |
| | I shall attempt to take you in tow. | <i>AI</i> | AIQ | ACCEPT , s. |
| | You should NOT abandon your vessel. | <i>AJ</i> | | Accepting —— <i>Am, Is, Are.</i> |
| AHK | You should NOT abandon your vessel | | AIR | I, or person indicated, gratefully accept, s. |
| | until the tide has ebbed. | | | Can you accept message, s, for address |
| | Do you intend to abandon your ves- | | | indicated? |
| | sel? | <i>AK</i> | AIS | Accepted —— <i>Has, Have, ing.</i> |
| AHL | Abandoned —— <i>Has, Hav, ing.</i> | | AIT | ACCEPTABLE , to. |
| AHM | Abandoned by the crew. | | AIU | ACCEPTANCE , of. |
| | Aircraft indicated if necessary will have | | AV | ACCESS of, to. |
| | to be abandoned. | <i>AC</i> | AIW | ACCESSIBLE. |
| AHN | Vessel indicated if necessary is abandoned. | | AIX | ACCESSORY , ies (Article). |
| AHO | Vessel indicated if necessary is NOT aban- | | AIY | ACCIDENT , s. |
| | doned. | | AIZ | Electrical accident. |
| AHP | ABANDONMENT. | | | Accident. Man, or men dangerously in- |
| AHQ | ABATE , s. | | | jured. |
| | Abating —— <i>Is, Are.</i> | | AJA | Accident has occurred, to, in. |
| AHR | Abated —— <i>Has, Have, ing.</i> | | | Accident has occurred. I require a doc- |
| AHS | ABDOMEN. | | | tor. |
| | Injury, ies, to abdomen. | <i>HTE</i> | | Boiler accident has occurred. I require a |
| | ABEAM , of. | <i>RAS</i> | | doctor. |
| AHT | I was abeam of place indicated at time | | AJB | Cause, s, of accident. |
| | indicated. | | AJC | Owing to accident, to, |
| | ABLE. | | AJD | Serious accident, to, in. |
| | BE ABLE TO. | | AJE | Slight accident, to, in. |
| | Able, to —— <i>Am, Is, Are.</i> | <i>RAT</i> | | Please inform Lloyd's, London, of accident |
| | I should be able to. | <i>HJZ</i> | | at sea which has occurred. |
| AHU | Not being able to. | | AJF | ACCIDENTAL , ly. |
| AHV | Not to be able to. | | AJG | ACCOMMODATE , s. |
| | <i>He, She, It, or</i> ——, should be able to. | <i>NHS</i> | | Accommodating —— <i>Am, Is, Are.</i> |
| | <i>They, or</i> —— s, should be able to. | <i>NHT</i> | AJH | I can accommodate number indicated |
| | Was, Were, able, to. | <i>RAU</i> | | passengers. |
| AHW | Shall, Will, be able, to. | | AJI | Can you accommodate number indicated |
| AHX | ABLE SEAMAN , men. | | | passengers? |
| AHY | ABOLISH , es. | | AJJ | Accommodated —— <i>Has, Have, ing.</i> |
| | Abolishing —— <i>Am, Is, Are.</i> | | AJK | Shall, Will, accommodate. |

| | | | |
|------------|---|--------------|--|
| AJL | ACCOMMODATION , for | AKT | ACT, in the act of. |
| AJM | Harbor accommodation. | AKU | ACT, s (Do or Work). |
| AJN | Accommodation is required, <i>for, in</i> . | AKV | Acting —— <i>Am, Is, Are.</i> |
| AJO | Accommodation is required in aircraft <i>indicated if necessary, for.</i> | AKW | You should act as you think best. |
| AJP | There is accommodation in aircraft <i>indicated if necessary, for.</i> | AKX | Acted —— <i>Has, Have, ing.</i> |
| AJQ | There is NO accommodation in aircraft <i>indicated if necessary, for.</i> | AKY | Shall, Will, act. |
| | You should reserve accommodation in aircraft <i>indicated if necessary</i> for number indicated passengers. —— <i>AKW</i> | | ACT, s ACCORDINGLY. |
| AJR | Is there accommodation in aircraft, <i>indicated if necessary, for?</i> | | Acting accordingly —— <i>Am, Is, Are.</i> |
| AJS | ACCOMPANY , ies. | | Acting accordingly —— <i>Has, Have, ing.</i> |
| AJT | Accompanying —— <i>Am, Is, Are.</i> | AKZ | Shall, Will, act accordingly. |
| | Accompanied —— <i>Has, Have, ing.</i> | ALA | ACT, s FOR. |
| | In ACCORDANCE with —— <i>RAV</i> | ALB | Acting for —— <i>Am, Is, Are.</i> |
| | ACCORDING to —— <i>RAW</i> | ALC | Acted for —— <i>Has, Have, ing.</i> |
| AJU | ACCORDINGLY. | ALD | ACT, s ON. |
| | ACCOUNT. | | Acting on —— <i>Am, Is, Are.</i> |
| AJV | ACCOUNT, s (Financial Records, Bills, etc.). | ALE | Acted on —— <i>Has, Have, ing.</i> |
| | ACCOUNT, s, of (Report) —— <i>RAX</i> | ALF | Act, s on your instructions. |
| AJW | ACCOUNT (Consideration). | | Acting on your instructions —— <i>Am, Is, Are.</i> |
| AJX | ACCOUNT, s FOR (Explain). | ALG | Acted on your instruction —— <i>Has, Have, ing.</i> |
| | Accounting for —— <i>Am, Is, Are.</i> | ALH | ACT, s PROMPTLY. |
| AJY | Accounted for —— <i>Has, Have, ing.</i> | | Acting promptly —— <i>Am, Is, Are.</i> |
| | ON ACCOUNT OF (Owing to) —— <i>RKU</i> | ALI | Acted promptly —— <i>Has, Have, ing.</i> |
| AJZ | ACCUMULATOR , s (Batteries). | | ACTION. |
| AKA | ACCURATE , ly. | ALJ | ACTION (Engagement). |
| AKB | ACCUSE , e. | | ACTION, s, of (Act) —— <i>RAY</i> |
| | Accusing —— <i>Am, Is, Are.</i> | ALK | Freedom of action. |
| AKC | Accused, of —— <i>Has, Have, ing.</i> | ALL | ACTIVE , ly. |
| AKD | What is he, or person indicated, accused of? | ALM | ACTIVITY. |
| AKE | ACCUSTOMED to —— <i>Am, Is, Are.</i> | ALN | ACUTE. |
| AKF | ACETYLENE. | ALO | ADD, s, up. |
| AKG | ACID , s. | | Adding, up —— <i>Am, Is, Are.</i> |
| | Patient has swallowed acid indicated if known —— <i>KSI</i> | ALP | Added, up —— <i>Has, Have, ing.</i> |
| | ACKNOWLEDGE. | ALQ | ADDITION , s of. |
| AKH | ACKNOWLEDGE, s, (Admit). | ALR | Addition, s to. |
| | Acknowledging —— <i>Am, Is, Are.</i> | | In addition to —— <i>RAY</i> |
| AKI | Acknowledged —— <i>Has, Have, ing.</i> | ALS | ADDITIONAL , ly. |
| AKJ | ACKNOWLEDGE, s RECEIPT, of. | ALT | ADDRESS , es. |
| | Acknowledging receipt, of —— <i>Am, Is, Are.</i> | | Addressing —— <i>Am, Is, Are.</i> |
| | Vessel indicated has acknowledged mes- sage as understood —— <i>JGJ</i> | ALU | Address, es of. |
| AKK | You should acknowledge the receipt of the message which follows. | ALV | Postal address, of. |
| AKL | You, or vessel indicated, should ac- knowledge the receipt of this message to person, s, or place indicated. | ALW | Telegraphic address, es, of. |
| AKM | Acknowledged receipt, of —— <i>Has, Have, ing.</i> | ALX | My, or person, s indicated, address is as follows: |
| | ACKNOWLEDGMENT , of. | ALY | You should address my letters to me, <i>at place indicated.</i> |
| AKN | Acknowledgment, s of receipt, of. | ALZ | You should leave your address, <i>at.</i> |
| AKO | ACQUAINTANCE with. | AMA | You should send your address, <i>to.</i> |
| AKP | ACQUAINTED with. | AMB | What is the address, <i>off</i> ? |
| AKQ | ACROSS. | AMC | What is your owners' postal address? |
| AKR | ACT. | AMD | What is your owners' telegraphic ad- dress? |
| AKS | Merchant shipping act. | AME | Addressed —— <i>Has, Have, ing.</i> |
| | Act, s, of (Action) —— <i>RAY</i> | AMF | Addressed to. |
| | | AMG | ADDRESSEE , s. |
| | | AMH | ADEQUATE , ly. |
| | | ADIEU | ADIEU —— <i>RBA</i> |
| | | AMI | ADJACENT. |
| | | AMJ | ADJUST. |
| | | | ADJUST, s (Mechanical). |
| | | | Adjusting —— <i>Am, Is, Are.</i> |
| | | AMK | Adjusted —— <i>Has, Have, ing.</i> |

| | | |
|--------------------|--|---|
| AML | ADJUST, s COMPASSES. | AERIAL , s----- <i>RBB</i> |
| | Adjusting compasses — <i>Am, Is, Are.</i> | AERO . |
| | I am adjusting compasses ----- <i>JI</i> | AERODROME , s, <i>at</i> (Airdrome). |
| AMM | I am about to stop in order to adjust compasses. | AERONAUTIC , s, <i>al.</i> |
| AMN | I, or vessel indicated, must be swung to adjust compasses. | AEROPLANE , s (Airplane). |
| AMO | Adjusted compasses — <i>Has, Have, ing.</i> | AOD Civil airplane, s. |
| AMP | My compasses have been adjusted. | AOE Freight airplane, s. |
| AMQ | My compasses have not been adjusted lately. | AOF Mail airplane, s. |
| AMR | My compasses were adjusted at. | AOG Passenger airplane, s. |
| AMS | When and where were your compasses adjusted last? | AOH Airplane has caught fire. |
| ADJUSTMENT. | | ADI Airplane has fallen into the water. |
| AMT | ADJUSTMENT , s, <i>of, to</i> (Mechanical). | AOJ Airplane in distress. |
| AMU | ADJUSTMENT OF COMPASS , s. | AOK Airplane, s, in sight. |
| | I am swinging, or about to swing, for compass adjustment ----- <i>JK</i> | AOL Airplane is down in position indicated. |
| AMV | My compasses require adjustment; please arrange for a compass adjuster to come on board. | AOM Airplane is down in position indicated and requires immediate assistance ----- <i>BL</i> |
| AMW | ADMINISTRATION , <i>of.</i> | AON Airplane is still afloat. |
| AMX | ADMIRAL , s. | Airplane reported in distress is receiving assistance ----- <i>BM</i> |
| AMY | ADMIRALTY . | Airplane was flying high (above 1,000 meters). |
| AMZ | First Lord of the Admiralty. | Airplane was flying low (below 100 meters). |
| | ADMISSION —use—Entrance, Acknowledgment. | AOO Airplane was steering, <i>for.</i> |
| ANA | ADMIT —use—Acknowledge. | AOQ I have found disabled airplane indicated if necessary in position indicated and have taken her in tow. |
| | ADMIT , s, <i>to</i> (Permit to enter). | AOR I have found disabled airplane indicated if necessary in position indicated and have taken off the crew. |
| | Admitting, <i>to</i> — <i>Am, Is, Are.</i> | I have sighted derelict airplane, or seaplane, in position or bearing indicated ----- <i>NJZ</i> |
| ANB | Admitted, <i>to</i> — <i>Has, Have, ing.</i> | I sighted an airplane at time indicated in position indicated steering course indicated ----- <i>CA</i> |
| ANC | ADMITTANCE , <i>to.</i> | I have NOT sighted the airplane indicated if necessary ----- <i>NKB</i> |
| AND | ADRIFT. | AOS There is an airplane in distress in direction or position indicated. |
| ANE | Break, s <i>adrift.</i> | Can you communicate with the airplane? ----- <i>CL</i> |
| | Breaking <i>adrift</i> — <i>Am, Is, Are.</i> | Have you sighted or heard of airplane in distress? ----- <i>CN</i> |
| ANF | Broken <i>adrift</i> — <i>Has, Have, ing.</i> | Is airplane in a condition to proceed? ----- <i>CP</i> |
| ANG | I have broken <i>adrift.</i> | AFFAIR , s. |
| ANH | ADVANCE , s. | State of affairs, <i>al.</i> |
| | Advancing — <i>Am, Is, Are.</i> | You had better put your affairs in the hands of. |
| ANI | In advance. | AFFIRMATIVE. |
| ANJ | Advanced — <i>Has, Have, ing.</i> | Reply is in the affirmative ----- <i>UI</i> |
| ANK | ADVANTAGE , s, <i>of.</i> | Reply was in the affirmative ----- <i>MHD</i> |
| ANL | ADVANTAGEOUS , <i>ly.</i> | AFLOAT. |
| ANM | ADVERSE, <i>ly.</i> | Airplane is still afloat ----- <i>AOM</i> |
| | ADVICE. | I am afloat ----- <i>AO</i> |
| ANN | ADVICE , <i>of</i> (Counsel). | I am afloat aft. |
| | I have followed your advice without success. Please advise further ----- <i>GJU</i> | I am afloat forward. |
| ANO | ADVICE , s, <i>of</i> (Notification). | I can be got afloat with assistance. |
| ANP | ADVISABLE. | As long as the vessel is afloat. |
| ANQ | Advisable to. | As soon as she is afloat. |
| | ADVISE. | Are you afloat? ----- <i>BA</i> |
| ANR | ADVISE , s (Counsel). | Are you, or is vessel indicated, still afloat? |
| | Advising — <i>Am, Is, Are.</i> | When will you be afloat? |
| ANS | I advise you to. | |
| ANT | I advise you <i>not</i> to. | |
| ANU | Do you advise me to? | |
| ANV | Advised — <i>Has, Have, ing.</i> | |
| ANW | ADVISE , s (Notify). | |
| | Advising — <i>Am, Is, Are.</i> | |
| | Advised — <i>Has, Have, ing.</i> | |
| ANX | Shall, Will, advise. | |

| | | | |
|------------|--|------------|---|
| APE | LIE, <i>s</i> AFLOAT. Lying afloat —— <i>Am, Is, Are.</i> | ARA | I do NOT agree with your suggestion. |
| APF | Lain, Lay, afloat —— <i>Has, Have, ing.</i> | ARB | Agreed with —— <i>Has, Have, ing.</i> |
| APG | AFRAID , <i>to</i> . | ARC | AGREEMENT , <i>s</i> (Contract).. |
| AFH | Afraid of. | | Articles of agreement —— <i>RBW</i> |
| API | AFRICAN , <i>s</i> | | By agreement —— <i>RBE</i> |
| APJ | AFT . | ARD | Breach of agreement. |
| APK | AFTER , wards. | ARE | Salvage agreement, <i>s</i> . |
| APL | After place indicated. | ARF | AGROUND , <i>at, on</i> . |
| APM | After time indicated. | ARG | Aground no damage —— <i>Am, Is, Are.</i> |
| APN | After —— <i>ing.</i> | | Aground seriously damaged —— <i>Am, Is, Are</i> —— <i>AQ</i> |
| APO | After that. | ARH | Aground slightly damaged —— <i>Am, Is, Are.</i> |
| | After which —— <i>RBC</i> | | I am aground —— <i>AP</i> |
| APP | Immediately after, wards. | ARI | I am aground aft. |
| | AFTERMOST —— <i>RBD</i> | ARJ | I am aground forward. |
| APQ | AFTERNOON , <i>s</i> . | ARK | I am aground and request. |
| APR | This afternoon. | | I am aground and require immediate assistance —— <i>AT</i> |
| APS | To-morrow afternoon. | | I am aground and likely to break up. |
| APT | Yesterday afternoon. | ARL | Require immediate assistance —— <i>AS</i> |
| APU | AFTERPEAK . | | I am, or vessel indicated is, aground on the bar. |
| APV | AGAIN . | | I am aground. Send what immediate assistance you can —— <i>AU</i> |
| APW | AGAINST . | | I am aground. Will you endeavor to tow me off? —— <i>AV</i> |
| APX | AGE , <i>s, of</i> . | ARM | I have, or vessel indicated has, been aground. |
| APY | AGENCY , ies for. | ARN | I, or vessel indicated, was aground. |
| APZ | AGENT , <i>s</i> (Business). | ARO | Vessel indicated is aground. |
| AQA | Charterer's agent. | ARP | Vessel, or vessel indicated, is aground near or in place or position indicated. |
| AQB | Company's agent, <i>s</i> . | | You will be aground —— <i>AY</i> |
| AQC | Consular agent, <i>s</i> . | | You will be aground at low water —— <i>AZ</i> |
| AQD | Emigration agent, <i>s, at</i> . | ARQ | Are you, or is vessel indicated, aground? |
| AQE | Forwarding agent, <i>s</i> . | ARR | Have you been aground? |
| AQF | Insurance agent, <i>s</i> . | ARS | LIE, <i>s</i> AGROUND. |
| AQG | Lloyd's agent, <i>s</i> . | | Lying aground —— <i>Am, Is, Are.</i> |
| AQH | Agents agree, <i>that, to</i> . | ART | Lain, Lay, aground —— <i>Has, Have, ing.</i> |
| AQI | Agents do NOT agree, <i>that, to</i> . | ARU | RUN, <i>s</i> AGROUND. |
| AQJ | Agents order you to call in at place indicated. | | Running aground —— <i>Am, Is, Are.</i> |
| AQK | Agents order you to proceed to place indicated. | ABV | Run, Ran, aground —— <i>Has, Have, ing.</i> |
| AQL | Agents will inform you, <i>of</i> . | ABW | AHEAD, <i>of</i>. |
| AQM | I do not know of any agent, <i>s, at</i> . | ARX | From ahead. |
| AQN | My, Our, agent, <i>s</i> . | ABY | Full speed ahead —— <i>BC</i> |
| AQO | My, Our agents are. | | I will give you fullest power ahead. |
| AQP | The best agents are. | | In Line ahead —— <i>ISB</i> |
| AQQ | Your agents at place indicated are Messrs. | | Right (Dead) ahead —— <i>RBF</i> |
| | You should send the following message by post to my agents —— <i>JGQ</i> | ABZ | You should keep ahead of me. |
| AQE | You should consult agents, <i>at place indicated</i> . | ASA | Go, <i>es, AHEAD.</i> |
| | You should inform agents, <i>at place indicated</i> —— <i>HRC</i> | | Going ahead —— <i>Am, Is, Are.</i> |
| | You should telegraph the following message to my agents —— <i>OTM</i> | ASB | I CAN NOT go ahead. |
| AQS | Who are the agents for. | | You should go ahead —— <i>BG</i> |
| AQT | Who are your agents? | | You should go ahead easy —— <i>BH</i> |
| AQU | AGREE , <i>s, to, upon</i> . | | You should go ahead full speed —— <i>BI</i> |
| | Agreeing, <i>to, upon</i> —— <i>Am, Is, Are.</i> | | You should keep going ahead —— <i>BJ</i> |
| AVQ | Do you, or person indicated, agree, <i>to, that</i> . | | You should keep your engines going ahead —— <i>BK</i> |
| AQW | Agreed, <i>to, upon</i> —— <i>Has, Have, ing.</i> | ASC | Gone, Went, ahead —— <i>Has, Have, ing.</i> |
| AQX | Agreed as to, about —— <i>Has, Have, ing.</i> | ASD | Shall, Will, go ahead. |
| AQY | Agree, <i>s with</i> . | ASE | PASS, <i>es, AHEAD, of</i>. |
| | Agreeing with —— <i>Am, Is, Are.</i> | | Passing ahead, <i>of</i> —— <i>Am, Is, Are.</i> |
| AQZ | I agree with your suggestion. | | |

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| Do not pass ahead of me..... | T | I sighted an airship at time indicated in position indicated steering course indicated..... | CB |
| You should pass ahead of me, or vessel indicated..... | IH | I have NOT sighted the airship indicated if necessary..... | NKC |
| You should not pass ahead of me, or vessel indicated..... | IQ | Can you communicate with the airship?..... | CM |
| Passed ahead, of — Has, Have, ing. | | Have you sighted or heard of airship in distress?..... | NKI |
| Shall, Will, pass ahead of. | | Is airship in a condition to proceed?..... | CQ |
| I will pass ahead of you, or vessel indicated..... | HG | | |
| AID —use—Assist or Assistance. | | | |
| ASH | IN AID OF. | | |
| AIR | | | |
| ASJ | Air Force, s. | Alarming — Am, Is, Are. | |
| ASK | Air Mail—see—Mail. | There is no need for alarm. | |
| ASL | Air Ministry. | Alarmed, at — Has, Have, ing. | |
| | Air Navigation..... | ALBANIAN , s. | |
| ASM | By air transport. | ALCOHOL , ic. | |
| ASN | How much longer can you remain in the air?..... | On the ALERT , for. | |
| ASO | Calm air, etc.—see—Wind. | ALIAS , es. | |
| ASP | Compressed air. | ALIEN , s. | |
| | AIRCRAFT . | Alien list, s. | |
| | Civil aircraft. | List of prohibited aliens. | |
| | Military aircraft. | ALIGHT , s. | |
| | Aircraft are engaged in taking off and landing on, or near, this vessel. You should not approach too near..... | Alighting — Am, Is, Are. | |
| | BN | I am about to alight to make good defect. | |
| | Aircraft indicated if necessary has mails and passengers to transfer to you..... | Will you stand by me?..... | BU |
| | QP | I am alighting in position indicated; am short of petrol..... | BV |
| | Aircraft indicated if necessary is seriously damaged. Will you take off mail and passengers?..... | I am alighting in position indicated with engine trouble..... | BW |
| | BP | I am alighting to pick, up crew of disabled aircraft in position indicated..... | BX |
| | Aircraft indicated if necessary left at time indicated..... | I am forced to alight. Stand by to pick, up crew..... | BY |
| | BO | Sea is smooth enough for you to alight near me..... | CD |
| | Aircraft indicated if necessary will have to be abandoned..... | Sea is too rough for you to alight..... | CE |
| | AC | You should alight. | |
| ASQ | My aircraft is in distress. Stand by me. | You should alight as near to me as possible..... | CG |
| ASR | Next aircraft indicated if necessary is due to leave at time indicated. | You should alight to leeward of me, I am stopped..... | CH |
| ASS | There is no aircraft indicated if necessary available for freight until date indicated. | You should alight to windward of me, I am stopped..... | CI |
| | Where did the aircraft sink? | You should not alight. | |
| | AIRDROME —see—Aerodrome. | Is the sea smooth enough for me to alight near you?..... | CR |
| AST | AIRMAN , men. | Alighted — Has, Have, ing. | |
| | AIRPLANE —see—Aeroplane. | ALIGNMENT , s. | |
| ASU | AIRSHIP , s. | In alignment, with..... | RBH |
| ASV | Civil airship, s. | ALIKE . | |
| ASW | Freight airship, s. | ALIVE . | |
| ASX | Mail airship, s. | Alive and well. | |
| ASY | Passenger airship, s. | ALL . | |
| ASZ | Airship has caught fire. | All after. | |
| ATA | Airship has fallen into the water. | All before. | |
| ATB | Airship in distress. | All around. | |
| ATC | Airship, s in sight. | All for. | |
| ATD | Airship is down in position indicated. | All further. | |
| | Airship is down in position indicated and requires immediate assistance..... | All the more. | |
| | BQ | All the necessary. | |
| | Airship reported in distress is receiving assistance..... | All possible. | |
| ATE | Airship was flying high (above 1,000 meters). | All ready. | |
| ATF | Airship was flying low (below 100 meters). | All safe. | |
| ATG | Airship was steering, for. | | |

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|------------|--|------------------------|--|
| AUK | All such. | AVU | Altered to. |
| AUL | All is well. | AVV | Shall, Will, alter. |
| | Is all well with you? ----- <i>RS</i> | AVW | ALTER COURSE—see Course. |
| | ALLOTMENT. | AVX | ALTERATION , <i>s, of.</i> |
| | Allotment note, <i>s</i> ----- <i>JVM</i> | AVY | Alteration, <i>s in, to.</i> |
| | Rate, <i>s</i> of allotment ----- <i>LXB</i> | AVZ | Is, Are, there any alteration, <i>s, in, to.</i> |
| | ALLOW. | AWA | Make, <i>s</i> an alteration, <i>in.</i> |
| AUM | Allow, <i>s</i> (Permit). | AWB | Making an alteration, <i>in</i> ----- <i>Am, Is, Are.</i> |
| | Allowing ----- <i>Am, Is, Are.</i> | AWC | Made an alteration, <i>in</i> ----- <i>Has, Have, ing.</i> |
| AUN | You should NOT allow. | AWD | ALTERNATE , <i>ly.</i> |
| AUO | Allowed, to ----- <i>Has, Have, ing.</i> | AWC | ALTERNATIVE , <i>s, ly.</i> |
| AUP | Shall, Will, allow. | ALTHOUGH | ----- <i>RBJ</i> |
| AUQ | ALLOW, <i>s</i> FOR (Take into consideration). | AWD | ALTIMETER , <i>s.</i> |
| | Allowing for ----- <i>Am, Is, Are.</i> | AWE | ALTITUDE. |
| AUR | Allowed for ----- <i>Has, Have, ing.</i> | AWF | Meridian altitude, <i>s.</i> |
| AUS | ALLOWANCE , <i>s, for</i> | AWG | Did you obtain a meridian altitude? |
| AUT | Allowance has been made for. | AWH | ALWAYS. |
| AUU | Make, <i>s</i> allowance, <i>for.</i> | AM. | |
| | Making allowance, <i>for</i> ----- <i>Am, Is, Are.</i> | I am | ----- <i>HJJ</i> |
| AUV | Made allowance, <i>for</i> ----- <i>Has, Have, ing.</i> | I am having | ----- <i>RPQ</i> |
| | ALLUDE —use—Refer. | I am to | ----- <i>RNI</i> |
| AUW | ALMANAC , <i>s.</i> | I am to be | ----- <i>RPB</i> |
| AUX | Nautical almanac. | I am to have | ----- <i>RQV</i> |
| AUY | Have you the Nautical Almanac for the current year? | I am NOT | ----- <i>HJL</i> |
| AUZ | ALMOST. | I am NOT having | ----- <i>RQB</i> |
| AVA | ALOFT. | I am NOT to | ----- <i>RNS</i> |
| AVB | ALONE. | I am NOT to be | ----- <i>RPG</i> |
| AVC | ALONG, the. | AWI | Am I. |
| AVD | ALONGSIDE. | | Am I having ----- <i>RQL</i> |
| AVE | Alongside the jetty, wharf, or pier. | | Am I to ----- <i>ROC</i> |
| | You should take up berth indicated if necessary alongside ----- <i>BYX</i> | | Am I to be ----- <i>RPL</i> |
| AVF | COME, <i>s</i> ALONGSIDE. | AWJ | AMBULANCE , <i>s.</i> |
| | Coming alongside ----- <i>Am, Is, Are.</i> | AWK | Ambulance required to convey a patient to hospital. |
| | Boats are NOT allowed to come alongside ----- <i>CEQ</i> | | AMENDED. |
| | Next vessel to dock (wet) or come alongside is ----- <i>PVU</i> | AWL | Should be amended to read as follows. |
| AVG | You should come alongside. ✓ | AWM | AMERICAN , <i>s.</i> |
| AVH | You should come alongside when vessel indicated has left. | AWN | AMERICAN, <i>s</i> (U. S. A.). |
| | You should endeavor to come alongside ----- <i>CS</i> | AWO | AMID , <i>st.</i> |
| | You should NOT come alongside ----- <i>CT</i> | AWP | AMIDSHIPS. |
| AVI | Can I come alongside? | AWQ | Helm amidships. |
| AVJ | Come, Came, alongside ----- <i>Has, Have, ing.</i> | AWB | AMMUNITION. |
| AVK | Shall, Will, come alongside. | AWS | AMONG , <i>st.</i> |
| AVL | Go, ES ALONGSIDE. | AWT | Amongst the cargo. |
| | Going alongside ----- <i>Am, Is, Are.</i> | AWU | AMOUNT. |
| AVM | While going alongside. | AWV | AMOUNT, <i>of</i> (Quantity). |
| AVN | You should go alongside. | AWW | Large amount, <i>s, of.</i> |
| AVO | Gone, Went, alongside ----- <i>Has, Have, ing.</i> | AWX | Probable amount, <i>of.</i> |
| | | AWY | Small amount, <i>of.</i> |
| AVP | Shall, Will, go alongside. | AWZ | Total amount, <i>of.</i> |
| | Lay alongside use Come or Go alongside. | AXA | What is the total amount, <i>of</i> ? |
| AVQ | ALREADY. | AXB | AMOUNT, <i>s, of</i> (Money). |
| AVR | ALRIGHT. | AXC | Amount, <i>s</i> due. |
| | ALSO ----- <i>RBI</i> | AXD | AMOUNT, <i>s, ING, TO.</i> |
| AVS | ALTER , <i>s.</i> | | Amounted, to ----- <i>Has, Have, ing.</i> |
| | Altering ----- <i>Am, Is, Are.</i> | AN | ----- <i>RAR</i> |
| AVT | Altered ----- <i>Has, Have, ing.</i> | ANCHOR. | |
| | | AXE | ANCHOR, <i>s</i> (The anchor). |
| | | AXF | Boat's anchor, <i>s.</i> |
| | | AXG | Bower anchor, <i>s.</i> |
| | | | Floating, Sea, anchor, <i>s</i> ----- <i>RBK</i> |
| | | | Foul anchor, <i>s.</i> |

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| AXI | Kedge anchor, s. | AYV | At anchor. |
| AXJ | Patent anchor, s. | AYW | I am anchoring in position indicated. |
| AXK | Port anchor. | AYX | I am at anchor. |
| AXL | Sheet anchor, s. | AYY | I can not anchor, my windlass is out of order. |
| AXM | Spare anchor, s. | AYZ | I must anchor. |
| AXN | Starboard anchor. | AZA | Now at anchor. |
| AXO | Stern anchor. | AZB | On anchoring. |
| AXP | Stockless anchor, s. | AZC | Water is too deep to anchor. |
| AXQ | Stream anchor. | AZD | We had better anchor. |
| | I am dragging my anchor, s. <i>LU</i> | AZE | Whilst at anchor. |
| | I am in danger of fouling my anchor and require immediate assistance of a tug. <i>DP</i> | AZF | You may anchor. |
| AXR | I am sending an anchor and cable. | AZG | You may anchor in position indicated. |
| AXS | I am unable to raise my anchor. | | DB |
| AXT | I can lend you an anchor. | | DC |
| AXU | I have no anchor left. | AZH | You should anchor as soon as you can. |
| AXV | I have no drogue, sea anchor. <i>FHY</i> | AZI | You should anchor for time indicated. |
| AXW | I have only one anchor left. | AZJ | You should anchor immediately you get bottom. |
| | I have, or vessel indicated has, lost an anchor. | | You should anchor in position indicated. <i>DF</i> |
| AXX | I have picked up a strange anchor. | AZK | You should anchor in roads until daylight. |
| AXY | I have recovered your anchor. | | <i>DG</i> |
| AXZ | I require an anchor, <i>weight to be indicated if necessary</i> . | AZL | You should anchor instantly. |
| AYA | I require number indicated anchor, s and cable, s. | AZM | You should anchor off place indicated. |
| | My anchor is aweigh. <i>CZ</i> | AZN | You should anchor off place indicated and await further orders. |
| AYB | My anchor is buoyed. | | You should anchor outside the harbor as convenient pending the allotment of a berth. |
| AYC | My anchor is foul. I require a diver. | AZO | You should anchor to await tug, s. |
| | My anchor is foul. I require assistance. <i>DA</i> | AZP | You should anchor to await visit, of. |
| AYD | Position of lost anchor is. <i>LFH</i> | AZQ | You should anchor where you are. |
| | With bow and stern anchors. | AZR | You should beware of moorings on anchoring. |
| | You appear to be dragging your anchor. <i>FGH</i> | | You should beware of telegraph cable on anchoring. <i>HZ</i> |
| AYE | You will overlay my anchor. | AZS | You should NOT anchor. |
| AYF | You should back the anchor. | | You should NOT anchor on any account. <i>DI</i> |
| AYG | You should buoy your anchor, s. | AZT | You should NOT anchor until you receive further instructions. |
| AYH | You should have your anchors ready for letting go. | | You should NOT risk anchoring unless you have very good ground tackle. <i>DK</i> |
| AYI | You should instruct him, them, or person, s indicated, to recover my anchor. | AZU | Are you going to anchor? |
| | You should let go another anchor. <i>DH</i> | AZV | Is it safe for me to anchor? |
| | You should keep both anchors ready. <i>JAX</i> | AZW | Should I anchor? |
| AYJ | You should sight your anchor and make sure it is clear. | AZX | Where do you intend anchoring? |
| | You should stream a drogue, sea anchor, from your tail. <i>FHZ</i> | AYY | Where shall I anchor? |
| AYK | You should take in your stern anchor. | AZZ | Why are you anchoring? |
| AYL | You should use a stern anchor. | BAA | Anchored, <i>in</i> — Has, Have, ing. |
| AYM | Can you lend me an anchor? | BAB | Have you anchored? |
| AYN | Is your anchor buoyed? | BAC | Why have you anchored? |
| AYO | Which anchor should I let go? | BAD | It is not safe where you are anchored. |
| AYP | Will you pick up my anchor for me? | BAE | Shall, Will, anchor. |
| AYQ | LAY, S OUT AN ANCHOR. | BAF | I shall anchor if circumstances permit. |
| | Laying out an anchor — <i>Am, Is, Are.</i> | BAG | I shall NOT anchor. |
| AYR | You should lay out an anchor, s to prevent vessel moving. | BAH | LIE, S AT ANCHOR. |
| AYS | Laid out an anchor — <i>Has, Have, ing.</i> | | Lying at anchor — <i>Am, Is, Are.</i> |
| AYT | ANCHOR, s in. | BAI | Lain, Lay, at anchor — <i>Has, Have, ing.</i> |
| | Anchoring, in — <i>Am, Is, Are.</i> | BAJ | ANCHORAGE , s, at. |
| AYU | Anchoring is prohibited, between. | BAK | Good anchorage, s, at. |
| | | BAL | Inner anchorage. |

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| BAM | Open anchorage, s. | BBP | ANNUAL, ly. |
| BAN | Outer anchorage. | BBQ | ANOTHER , one. |
| | Anchorage is dangerous..... <i>CU</i> | BBR | ANSWER , s (Reply) <i>see also Reply</i> . |
| | Anchorage is indifferent..... <i>GYP</i> | | Answering —— <i>Am, Is, Are</i> . |
| | Anchorage is protected from winds..... <i>GYQ</i> | BBS | Answered —— <i>Has, Have, ing</i> . |
| | Anchorage is safe in all winds..... <i>GYR</i> | BBT | Shall, Will, answer. |
| BAO | I am, or vessel indicated is, acquainted with the anchorage. | BBU | ANTARCTIC . |
| BAP | I am, or vessel indicated is, NOT acquainted with the anchorage. | BBV | ANTENNA , e..... <i>RBB</i> |
| | I am proceeding to the anchorage..... <i>LMQ</i> | BBW | ANTIAIRCRAFT . |
| | I am proceeding to the anchorage, or place indicated, with all speed..... <i>SZ</i> | BBX | ANTICIPATE —Use— <i>Expect</i> . |
| BAQ | There is no good anchorage here, or at place indicated. | | ANTICYCLONE , ic. |
| | We are to leeward of anchorage..... <i>IKR</i> | | Anticyclone is situated over place indicated. |
| | We are to windward of anchorage..... <i>QTJ</i> | BBY | ANTITOXIN . |
| | You should NOT attempt to make the anchorage..... <i>DJ</i> | BBZ | Diphtheria antitoxin. |
| | You should proceed to the anchorage..... <i>LNG</i> | BCA | ANXIETY . |
| | You should proceed to the anchorage as soon as you can..... <i>LNH</i> | BCB | ANXIOUS , ly. |
| | You should tow me to the anchorage..... <i>PEL</i> | BCC | Anxious about —— <i>Am, Is, Are</i> . |
| BAR | Are you, or is vessel indicated, acquainted with the anchorage? | BCD | Anxious for —— <i>Am, Is, Are</i> . |
| BAS | Can you indicate a good anchorage for me? | BCE | Anxious to —— <i>Am, Is, Are</i> . |
| BAT | Do you know of any anchorage? | | ANYONE . |
| | How does the anchorage bear from you? | BCF | Anyone else..... <i>RBL</i> |
| | | BCG | Will anyone that. |
| BAU | Is it a difficult anchorage to get away from? | | ANYTHING . |
| BAV | Is my anchorage, or anchorage indicated, safe and suitable? | BCH | Anything else..... <i>RBM</i> |
| BAW | Is the anchorage safe in all winds, or winds from direction indicated? | BCI | Is there anything else, further? |
| BAX | Is there any anchorage in the bay, or place indicated? | BCJ | APART . |
| BAY | CHANGE, s ANCHORAGE. | | APOLOGIZE , s, <i>for</i> . |
| | Changing anchorage —— <i>Am, Is, Are</i> . | BCK | Apologizing, <i>for</i> —— <i>Am, Is, Are</i> . |
| BAZ | I intend to change my anchorage. | BCL | Apologized, <i>for</i> —— <i>Has, Have, ing</i> . |
| BBA | You should change your anchorage. | BCM | APOLOGY , ies, <i>for</i> . |
| BBB | Changed anchorage —— <i>Has, Have, ing</i> . | BCN | APOPLEXY . |
| BBC | EXAMINATION ANCHORAGE, s at. | BCO | APPARATUS . |
| | You should proceed to examination anchorage..... <i>LMV</i> | BCP | Airplane deck-launching apparatus. |
| BBD | QUARANTINE ANCHORAGE, s, at. | BCQ | Radio apparatus. |
| | You should proceed to quarantine anchorage..... <i>LNF</i> | BCR | Rocket apparatus. |
| BBE | AND | BCS | Rocket apparatus is coming. |
| BBF | ANGLE, s, of. | BCT | Salvage apparatus. |
| BBG | Angle of helm. | BCU | Submarine signal apparatus. |
| BBH | At an angle of number indicated degrees. | | Telegraph apparatus. |
| BBI | ANIMAL, s. | APPARENT , ly, that (Manifest)..... <i>RBN</i> | APPARENT , ly, that (Manifest)..... <i>RBN</i> |
| BBJ | ANKLE, s. | APPARENTLY (Seemingly)..... <i>RBO</i> | APPARENTLY (Seemingly)..... <i>RBO</i> |
| BBK | ANNIVERSARY, ies, of. | APPEAR . | APPEAR . |
| BBL | ANNOUNCE, s, that. | APPEAR, s, ING, that (Seem) <i>RBP</i> | APPEAR, s, ING, that (Seem) <i>RBP</i> |
| | Announcing, <i>that</i> —— <i>Am, Is, Are</i> . | BCV | Appear, s, ing to, <i>be</i> <i>RBQ</i> |
| | Announced, <i>that</i> —— <i>Has, Have, ing</i> . | | Appear, s, ing to have. |
| BBM | Announced in. | BCW | Appeared to, <i>be</i> —— <i>Has, Have, ing</i> <i>RBR</i> |
| BBN | | | Appeared to have. |
| BBO | ANNOUNCEMENT, s, of. | BCX | APPEAR, s, ING (Become visible) . |
| | | BCY | APPEAR, s, ING IN (Printed in) . |
| | | BCZ | Appeared in —— <i>Has, Have, ing</i> . |
| | | | APPEARANCE . |
| | | BDA | APPEARANCE, s, of (Look) . |
| | | | Every appearance, <i>of, that</i> <i>RBS</i> |
| | | BDB | APPEARANCE, of (Coming into sight) . |
| | | BDC | APPENDICITIS . |
| | | BDD | Is, Are, APPLICABLE , <i>to</i> . |
| | | BDE | APPLICANT , s, <i>for</i> . |
| | | BDF | APPLICATION , s, <i>for, to</i> (Request). |
| | | BDG | Application, s, from. |
| | | BDH | On application, <i>to</i> . |
| | | BDI | MAKE, s APPLICATION, <i>for</i> . |
| | | | Making application, <i>for</i> —— <i>Am, Is, Are</i> . |

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|--|---|------------|---|
| BDJ | Made application, <i>for</i> —— <i>Has, Have, ing.</i> | BEP | Armed —— <i>Has, Have, ing.</i> |
| APPLY — <i>use</i> —Make application or <i>Is, Are, Applicable.</i> | | BEQ | Armed with. |
| BDK | APPOINT , <i>s.</i> | BER | ARRANGE , <i>s for, to.</i> |
| | Appointing —— <i>Am, Is, Are.</i> | | Arranging, <i>for, to</i> —— <i>Am, Is, Are</i> |
| BDL | Appointed —— <i>Has, Have, ing.</i> | BES | You should arrange, <i>for, to.</i> |
| | Well appointed, <i>with</i> —— <i>RBT</i> | BET | Can you arrange, <i>to, for?</i> |
| | APPOINTMENT. | BEU | Will you please arrange, <i>to, for, that?</i> |
| BDM | APPOINTMENT , <i>s</i> (Assignment). | BEV | Arranged, <i>for, to</i> —— <i>Has, Have, ing.</i> |
| BDN | APPOINTMENT , <i>s</i> (Of officials, etc.). | BEW | As arranged. |
| | APPROACH. | BEX | As previously arranged. |
| BDO | APPROACH , <i>es, to</i> (Access). | BEY | Everything is arranged, <i>for.</i> |
| BDP | APPROACH , <i>es</i> (Come near). | BEZ | Instead of as previously arranged. |
| | Approaching —— <i>Am, Is, Are.</i> | BFA | ARRANGE WITH. |
| BDQ | Approached —— <i>Has, Have, ing.</i> | | Arranging with —— <i>Am, Is, Are.</i> |
| BDR | Shall, Will, approach. | BFB | Arranged with —— <i>Has, Have, ing.</i> |
| BDS | APPROVAL. | BFC | ARRANGEMENT. |
| BDT | With the approval of. | BFD | According to the arrangement, agreement. |
| BDU | APPROVE , <i>s, of.</i> | BFE | In accordance with special arrangement with charterers. |
| | Approving, <i>of</i> , —— <i>Am, Is, Are.</i> | BFF | ARRANGEMENTS. |
| BDV | Approved, <i>of</i> —— <i>Has, Have, ing.</i> | BFG | Arrangements are completed. |
| BDW | APPROXIMATE , <i>ly.</i> | BFH | Arrangements for, <i>to.</i> |
| BDX | APRIL | BI | Arrangements with. |
| BDY | ARAB , <i>s, ian, s.</i> | BFJ | <i>The Following arrangements.</i> |
| BDZ | ARCHIPELAGO , <i>es.</i> | BFK | <i>Under the existing arrangements.</i> |
| BEA | ARCTIC. | BFL | MAKE, S ARRANGEMENTS, for. |
| | ARE. | | Making arrangements, <i>for</i> —— <i>Am, Is, Are.</i> |
| BEB | <i>They, or</i> —— <i>s, are.</i> | BFM | Made arrangements, <i>for</i> —— <i>Has, Have, ing.</i> |
| | <i>They; or</i> —— <i>s, are having</i> —— <i>RPU</i> | BN | I, We, have made no arrangements. |
| | <i>They, or</i> —— <i>s, are to</i> —— <i>RNM</i> | BFO | Have arrangements been made <i>to, for.</i> |
| | <i>They, or</i> —— <i>s, are to be</i> —— <i>RPF</i> | BFP | Have the necessary arrangements been made? |
| | <i>They, or</i> —— <i>s, are to have</i> —— <i>RQZ</i> | BFQ | What arrangements have been made, <i>for?</i> |
| BEC | <i>They, or</i> —— <i>s, are NOT.</i> | BFR | ARREST , <i>s</i> (Apprehend, sion). |
| | <i>They, or</i> —— <i>s, are NOT having</i> —— <i>RQF</i> | | Arresting —— <i>Am, Is, Are.</i> |
| | <i>They, or</i> —— <i>are not to</i> —— <i>RNW</i> | BFS | Placed under arrest. |
| | <i>They, or</i> —— <i>s, are NOT to be</i> —— <i>RPK</i> | BFT | Under arrest. |
| | Are there —— <i>RRG</i> | BFU | Arrested —— <i>Has, Have, ing.</i> |
| BED | Are they any? | BFV | ARRIVAL , <i>s.</i> |
| BEE | Are there any ——. | BFW | After arrival, <i>at, of.</i> |
| BEF | Are there any further ——. | BFX | Arrival, <i>s at.</i> |
| BEG | Are there any others? | BFY | Arrival, <i>s from.</i> |
| BEH | Are there any others ——. | BFZ | Arrival, <i>s of.</i> |
| | Are there not —— <i>RRJ</i> | BGA | Before arrival, <i>at, of.</i> |
| BEI | Are <i>they, or</i> —— <i>s.</i> | BGB | Date, <i>s of arrival, at</i> —— <i>ELL</i> |
| | Are <i>they, or</i> —— <i>s, having</i> —— <i>RQP</i> | | Immediately on arrival. |
| | Are <i>they, or</i> —— <i>s, to</i> —— <i>ROG</i> | BGC | My estimated time of arrival, <i>at</i> —— <i>OZB</i> |
| | Are <i>they, or</i> —— <i>s, to be</i> —— <i>RPP</i> | BGD | On arrival, <i>at, of.</i> |
| BEJ | Are we. | BGE | On arrival in harbor. |
| | Are we having —— <i>RQN</i> | BGF | On her, his, its, arrival. |
| | Are we to —— <i>ROE</i> | | On your arrival. |
| | Are we to be —— <i>RPN</i> | BGG | Time, <i>s of arrival, at</i> —— <i>OZM</i> |
| BEK | Are you. | | Until arrival, <i>of</i> |
| | Are you having —— <i>RQO</i> | | You, or vessel indicated, should telegraph to person, <i>s</i> indicated giving number indicated clear days notice of your estimated date of arrival, <i>at</i> —— <i>OTU</i> |
| | Are you to —— <i>ROF</i> | | Your estimated time of arrival, <i>at</i> —— <i>OZF</i> |
| | Are you to be —— <i>RPO</i> | | Do you wish your arrival reported? — <i>MJR</i> |
| BEL | AREA , <i>s</i> | | Have you heard of the arrival of. |
| BEM | ARGENTINA , <i>s.</i> | | |
| | ARM. | | |
| BEN | ARM, <i>s</i> (Limb). | | |
| | ARMS (Weapons) —— <i>RBU</i> | | |
| BEO | ARM, <i>s</i> (Fortify). | | |
| | Arming —— <i>Am, Is, Are.</i> | | |
| | | BGH | |

| | | | | |
|-----|--|--|----------------|--|
| BGI | ARRIVE, s. | Arriving —— <i>Am, Is, Are.</i> Owners order you to endeavor to arrive. —— <i>KMD</i> | BHR | Arriving on or about —— <i>Am, Is, Are.</i> ARRIVE, s ON OR BEFORE. |
| | | Shippers require vessel to arrive as early as possible. —— <i>NFS</i> | BHS | Arriving on or before —— <i>Am, Is, Are.</i> ARRIVE, s AT RENDEZVOUS, <i>at.</i> |
| BGJ | | When did person, s or article, s indicated arrive? | BHT | Arriving at rendezvous, <i>at</i> —— <i>Am, Is, Are.</i> |
| BGK | | When do, es person, s or article, s indicated arrive? | BHU | ARRIVED TO-DAY —— <i>Has, Have, ing.</i> |
| BGL | | Arrived —— <i>Has, Have, ing.</i> | BHV | ARRIVE, s WITH. |
| BGM | | Shall, Will, arrive. | | Arriving with —— <i>Am, Is, Are.</i> |
| | | A vessel indicated if necessary will arrive shortly to assist you. —— <i>BKF</i> | | Arrived with —— <i>Has, Have, ing.</i> |
| BGN | ARRIVE, s ABOUT. | Arriving about —— <i>Am, Is, Are.</i> | DUE TO ARRIVE. | DUE TO ARRIVE. |
| BGO | | Arrived about —— <i>Has, Have, ing.</i> | BHW | Am, Is, Are, due to arrive, <i>at, on.</i> |
| BGP | ARRIVE, s AT. | Arriving at —— <i>Am, Is, Are.</i> | BHX | Am, Is, Are, due to arrive about. |
| BQQ | Arrive, s at the anchorage. | Arriving at the anchorage —— <i>Am, Is, Are.</i> | BHY | Am, Is, Are, due to arrive from. |
| BGE | | On arriving, <i>at.</i> | BHZ | Am, Is, Are, due to arrive off. |
| BGS | | You should endeavor to arrive discharge port, s at the earliest date. | BIA | Am, Is, Are, due to arrive to-day. |
| BGT | | Arrived at —— <i>Has, Have, ing.</i> | BIB | Am, Is, Are, NOT due to arrive for time indicated. |
| BGU | Arrived at the anchorage —— <i>Has, Have, ing.</i> | ARRIVE, s BY | BIC | Am, Is, Are, NOT due to arrive until. |
| BGV | | Arriving by —— <i>Am, Is, Are.</i> | BID | Is, Are, due to arrive now. |
| BGW | | Arrived by —— <i>Has, Have, ing.</i> | BIE | Time due to arrive over place indicated. |
| BGX | ARRIVE s FROM. | Arriving from —— <i>Am, Is, Are.</i> | BIF | Vessel is due to arrive, <i>at, on.</i> |
| BGY | | Arrived from —— <i>Has, Have, ing.</i> | BIG | Was, Were, due to arrive, <i>at, on.</i> |
| BGZ | | Have any vessels arrived from. | BIH | Was, Were, due to arrive about. |
| BHA | ARRIVE, s HERE, <i>at, on.</i> | Arriving here, <i>at, on</i> —— <i>Am, Is, Are.</i> | BII | Was, Were, due to arrive from. |
| BHB | | Arrived here, <i>at, on</i> —— <i>Has, Have, ing.</i> | BIJ | Was, Were, due to arrive off. |
| BHC | ARRIVE, s IN. | Arriving in —— <i>Am, Is, Are.</i> | BIK | Was, Were, NOT due to arrive for time indicated. |
| | | Arrived in —— <i>Has, Have, ing.</i> | BIL | Was, Were, NOT due to arrive until. |
| BHE | ARRIVE, s IN TIME, <i>to.</i> | Arriving in time, <i>to</i> —— <i>Am, Is, Are.</i> | BIM | When due to arrive. |
| BHF | | Arrived in time, <i>to</i> —— <i>Has, Have, ing.</i> | BIN | When are you due to arrive, <i>at?</i> |
| BHG | ARRIVE, s NOT LATER THAN. | Arriving not later than —— <i>Am, Is, Are.</i> | BIO | When is vessel indicated if necessary due to arrive, <i>at?</i> |
| BHH | | Shall, Will, arrive not later than. | BIP | When vessel is due to arrive, <i>at.</i> |
| BHI | ARRIVE, s OFF. | Arriving off —— <i>Am, Is, Are.</i> | BIQ | When you are due to arrive, <i>at.</i> |
| BHJ | | Arrived off —— <i>Has, Have, ing.</i> | | You should inform person, s indicated direct the actual time you are due to arrive, <i>at, on</i> —— <i>HRI</i> |
| BHK | | Shall, Will, arrive off. | | You, or vessel indicated, should telegraph as soon as possible date due to arrive, <i>at</i> —— <i>OTJ</i> |
| BHL | ARRIVE, s ON DATE INDICATED. | Arriving on date indicated —— <i>Am, Is, Are.</i> | BIR | EXPECT, s TO ARRIVE, <i>at, on.</i> |
| | | You should do your utmost to arrive on date indicated. | | I, or aircraft indicated, expect, s to arrive over airdrome about time indicated and will require lights. —— <i>PD</i> |
| BHM | | You, or vessel indicated, should endeavor to arrive on date indicated. | BIS | I, or vessel indicated, expect, s to arrive, <i>at, on.</i> |
| BHN | | Arrived on date indicated —— <i>Has, Have, ing.</i> | BIT | When do you expect to arrive, <i>at?</i> |
| BHO | | Shall, Will, arrive on date indicated. | BIU | JUST ARRIVED —— <i>Has, Have, ing.</i> |
| BHP | | ARRIVE ON BOARD—see—BOARD. | | Vessel, s which has, have just arrived should hoist signal letters. —— <i>VF</i> |
| BHQ | ARRIVE, s ON OR ABOUT. | ARRIVE, s ON OR ABOUT. | BIV | ARTERY, ies. |
| | | | | ARTICLES. |
| | | | BIW | ARTICLE, s, of (Item). —— <i>RBV</i> |
| | | | BIX | Article, s indicated can be obtained here. |
| | | | BIY | Can article, s indicated be obtained here? |
| | | | BIZ | ARTICLE, s, no., s (Clause, Par., etc.). —— <i>RBW</i> |
| | | | BJA | Ship's articles. —— <i>RBW</i> |
| | | | BJB | AS. |
| | | | | As before. |
| | | | | As if. |
| | | | | As well (Also). —— <i>RBI</i> |
| | | | | As well as (In addition to). —— <i>RAZ</i> |
| | | | | As yet (Until now). —— <i>RBX</i> |

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|------------|---|--|--------------------|--|
| BJC | ASCERTAIN, s. | Ascertaining — <i>Am, Is, Are.</i> | BKL | Assisting in — <i>Am, Is, Are.</i> |
| BJD | | You should ascertain. | BKM | Assisted in — <i>Has, Have, ing.</i> |
| BJE | | Ascertained — <i>Has, Have, ing.</i> | ASSISTANCE. | |
| BJF | | ASCERTAIN, s FROM. | BKN | Assistance from, of. |
| BJG | | Ascertaining from — <i>Am, Is, Are.</i> | BKO | Assistance in, for. |
| BJH | | Ascertained from — <i>Has, Have, ing.</i> | BKP | Assistance to. |
| BJI | ASCERTAIN, s WHAT. | Ascertaining what — <i>Am, Is, Are.</i> | BKQ | Engineer assistance. |
| BJJ | | Ascertained what — <i>Has, Have, ing.</i> | BKR | Every assistance, <i>to.</i> |
| BJK | ASCERTAIN, s WHEN. | Ascertaining when — <i>Am, Is, Are.</i> | BKS | Immediate assistance, <i>of, to.</i> |
| BJL | | Ascertained when — <i>Has, Have, ing.</i> | BKT | Medical assistance. |
| BJM | ASCERTAIN, s WHETHER. | Ascertaining whether — <i>Am, Is, Are.</i> | BKU | Salvage assistance. |
| BJN | | Ascertained whether — <i>Has, Have, ing.</i> | | Airplane is down in position indicated and requires immediate assistance — <i>BL</i> |
| BJO | ASH, es (Cinders). | | | Airplane reported in distress is receiving assistance — <i>BM</i> |
| BJP | ASHORE, at, on. | | | Airship is down in position indicated and requires immediate assistance — <i>BQ</i> |
| | Will you come ashore? | | | Airship reported in distress is receiving assistance — <i>BR</i> |
| | You should NOT send boat, s ashore after dark | — <i>CFZ</i> | | Boat, s is, are going to your assistance — <i>FI</i> |
| BJQ | GO, es ASHORE (Land). | Going ashore — <i>Am, Is, Are.</i> | | Doctor requires assistance — <i>MH</i> |
| BJR | I am going ashore. | | | Engines are unreliable. I can not enter harbor without assistance — <i>FOR</i> |
| BJS | I am NOT going ashore. | | BKV | Every assistance will be given. |
| BJT | Are you going ashore? | | | I am aground and likely to break up. |
| BJU | Gone, Went, ashore — <i>Has, Have, ing.</i> | | | Require immediate assistance — <i>AS</i> |
| BJV | GO, es ASHORE (Strand). | Going ashore — <i>Am, Is, Are.</i> | | I am aground and require immediate assistance — <i>AT</i> |
| BJW | Gone, Went, ashore — <i>Has, Have, ing.</i> | | | I am aground. Send what immediate assistance you can — <i>AU</i> |
| BJX | SEND, s ASHORE. | Sending ashore — <i>Am, Is, Are.</i> | | I am coming to your assistance — <i>DN</i> |
| BJY | Sent ashore — <i>Has, Have, ing.</i> | | | I am drifting and require assistance — <i>DO</i> |
| | WASHED ASHORE — <i>RNC</i> | | | I am in danger of fouling my anchor and need immediate assistance of a tug — <i>DP</i> |
| BJZ | ASIATIC, s. | | | I am in distress and require immediate assistance — <i>NC</i> |
| | ASIDE. | | | I am on fire and require immediate assistance — <i>DQ</i> |
| BKA | Set, s aside. | | | I am proceeding to the assistance of vessel in distress in position indicated — <i>DR</i> |
| BKB | Setting aside — <i>Am, Is, Are.</i> | | | I can be got afloat with assistance — <i>A0Z</i> |
| BKC | Set aside — <i>Has, Have, ing.</i> | | | I CAN NOT render assistance, <i>to</i> — <i>DT</i> |
| BKD | ASK —use—Enquire or Request. | | | I CAN NOT take you in tow but will report you at place indicated and ask them to send immediate assistance — <i>PFD</i> |
| BKE | ASPHYXIATED — <i>Was, Were.</i> | | | I have intercepted S O S or Mayday from vessel indicated, in position indicated. am going to her assistance. |
| | ASPHYXIATION. | | | I have received S O S or Mayday from vessel indicated, in position indicated, at time indicated, but am unable to render assistance. Can you assist her? |
| | ASSIST, s. | | | I have sprung a leak and require immediate assistance — <i>DV</i> |
| BKF | Assisting — <i>Am, Is, Are.</i> | | | I offered assistance but it was declined. |
| | A vessel indicated if necessary will arrive shortly to assist you. | | | I, or vessel indicated, no longer require, s assistance. |
| | I CAN NOT assist you, or vessel indicated — <i>DS</i> | | | I refused to accept assistance. |
| | I have parted towing hawser; can you assist me — <i>DU</i> | | | I require assistance — <i>V</i> |
| BKG | Person, or vessel, indicated is NOT likely to assist you. | | | I require assistance, <i>of, from</i> — <i>DX</i> |
| | Tug has been sent to assist — <i>PKT</i> | | | I require immediate assistance — <i>DZ</i> |
| | Can I assist you? — <i>EH</i> | | | If I have not assistance. |
| | Can you assist me, or vessel indicated? — <i>EI</i> | | | |
| BKH | Is vessel indicated likely to assist me? | | | |
| | Will you assist me, or vessel indicated? — <i>EO</i> | | | |
| | Will you assist me into port, or port indicated? I am disabled as indicated — <i>EP</i> | | | |
| BKI | Assisted — <i>Has, Have, ing.</i> | | | |
| BKJ | Shall, Will, assist. | | | |
| BKK | Assist, s IN. | | | |

| | | | |
|------------|---|------------|--|
| BLC | It would be of great assistance, if. Lighthouse, or lightship, indicated if necessary requires assistance..... | BMA | ASTERN, of. |
| BLD | Master informed me he no longer required assistance. Mutiny. I require assistance..... My anchor is foul. I require assistance..... | BMB | From astern. Full speed astern..... |
| | | | <i>EQ</i> |
| | | BMC | Right (Dead) astern..... |
| | | | <i>RCA</i> |
| BLE | No assistance can be rendered, to. | | I will give you fullest power astern. |
| BLF | Vessel in distress in position indicated requires immediate assistance. Vessel indicated is in distress and requires immediate assistance..... | | You should make fast astern and steer me..... |
| | | | <i>GAR</i> |
| BLG | Vessel indicated is proceeding to your assistance. | BMD | DROP, S ASTERN. |
| BLH | Vessel indicated is reported as requiring assistance. | | Dropping astern — <i>Am, Is, Are.</i> |
| BLI | Vessel indicated requires assistance..... With the assistance of. | BME | Dropped astern — <i>Has, Have, ing.</i> |
| | Without the assistance, of..... | BMF | Go, ES ASTERN. |
| | Your distress signals are understood. | | Going astern — <i>Am, Is, Are.</i> |
| BLJ | Assistance is coming out to you..... You should render all possible assistance, o. | BMG | I CAN NOT go astern. |
| | You should send me immediate assistance..... | | My engines are going full speed astern..... |
| | | | <i>S</i> |
| | | BMH | You should go astern..... |
| | | | <i>ER</i> |
| BLK | Can I obtain any assistance in the nature of? | BMI | You should go astern easy..... |
| | Do you require any further assistance? .. | BMJ | <i>ES</i> |
| | EJ | | You should go astern of. |
| | Do you require assistance, from, of? .. | BMK | You should go full speed astern..... |
| | EK | | <i>ET</i> |
| | Do you require assistance in, to? .. | BML | You should keep going astern. |
| | EL | | You should keep your engines going astern. |
| | Do you require immediate assistance? .. | BMM | Gone, Went, astern — <i>Has, Have, ing.</i> |
| | EM | | Shall, Will, go astern. |
| BLK | What assistance do you require? | | PASS, ES ASTERN, of. |
| | EN | | Passing astern, of — <i>Am, Is, Are.</i> |
| | What assistance do you require to repair damage? | | You should pass astern of me, or vessel indicated..... |
| BLL | Will you go to the assistance of wreck, or vessel in distress? <i>Position to be indicated if necessary.</i> | | <i>IJ</i> |
| BLM | REQUIRE, S MEDICAL ASSISTANCE. | | You should not pass astern of me, or vessel indicated..... |
| | Requiring medical assistance — <i>Am, Is, Are.</i> | | <i>IR</i> |
| | | BMN | Passed astern, of — <i>Has, Have, ing.</i> |
| BLN | I require medical assistance..... | | Shall, Will, pass astern, of. |
| | W | BMO | I will pass astern of you, or vessel indicated..... |
| | Vessel indicated requires medical assistance. | | <i>HI</i> |
| BLO | Required medical assistance — <i>Has, Have, ing.</i> | | ASTHMA. |
| BLP | ASSISTANT, s. | BMP | AT. |
| BLQ | ASSOCIATION, s. | BMQ | At place indicated. |
| | Imperial Japanese Marine Association — <i>HYL</i> | BMR | At time indicated. |
| | Salvage Association, s..... | BMS | At what. |
| BLR | Shipowners' Association, s. | BMT | ATHWARTSHIPS. |
| | | BMU | ATMOSPHERICS. |
| | | BMV | ATTACH, es. |
| | | BMW | Attaching — <i>Am, Is, Are.</i> |
| | | BMX | Attached — <i>Has, Have, ing.</i> |
| | | BMY | Attached to. |
| | | BMZ | ATTACHE, s. |
| | | BNA | Attacking — <i>Am, Is, Are.</i> |
| | | BNB | Attack, s by. |
| | | BNC | Attack, s on. |
| | | BND | Attacked — <i>Has, Have, ing.</i> |
| | | BNE | I, or vessel indicated, am, is, being attacked, by. |
| | | BNF | I have, or vessel indicated has, been attacked by. |
| | | | ATTEMPT, s, to..... |
| | | | <i>RCB</i> |
| | | BNG | Attempting, to — <i>Am, Is, Are.</i> |
| | | BNH | Attempt, s to tow off. |
| | | BNI | It is useless to attempt, to. |
| | | | Unsuccessful attempt, s, to. |
| | | BNJ | You should attempt, to..... |
| | | | <i>RCC</i> |
| | | | You should NOT attempt, to. |
| | | | Attempted, to — <i>Has, Have, ing.</i> |
| | | | <i>RCD</i> |
| | | | Shall, Will, attempt, to..... |
| | | | <i>RCE</i> |

| | | | | |
|---------------------------------|--|---|----------------------|--|
| I will attempt, <i>to</i> | <i>RCF</i> | Port authorities, <i>at</i> | <i>RCH</i> | |
| BNK | Shall I make another attempt? | Port medical authorities. | | |
| BNL | Will you attempt to. | Postal authorities, <i>at</i> . | | |
| ATTEND. | | Railway authorities, <i>at</i> . | | |
| BNM | ATTEND , <i>s</i> (Medical). | Authority for, <i>to</i> . | | |
| | Attending — <i>Am, Is, Are.</i> | I have authority from. | | |
| BNM | Attended — <i>Has, Have, ing.</i> | No authority for, <i>to</i> . | | |
| BNO | ATTEND , <i>s</i> (To be present). | On the authority of. | | |
| | Attending — <i>Am, Is, Are.</i> | Without authority. | | |
| BNP | Attended — <i>Has, Have, ing.</i> | Have you authority to.. | | |
| BNQ | ATTENDED BY (Accompanied). | What is your authority, <i>for, to</i> . | | |
| BNR | ATTENDANCE , <i>of</i> . | AUTOMATIC , <i>ally.</i> | | |
| BNS | ATTENTION , <i>of</i> . | AUTOMOBILE , <i>s</i> | <i>RCI</i> | |
| BNT | Immediate attention, <i>of, to</i> . | AUTUMN | <i>RCJ</i> | |
| BNU | Your attention is directed to. | AUXILIARY . | | |
| BNV | ATTRACT , <i>s</i> ATTENTION , <i>of</i> . | AVAILABLE . | | |
| | Attracting attention, <i>of</i> — <i>Am, Is, Are.</i> | Available for, <i>to</i> . | | |
| BNW | Attracted attention, <i>of</i> — <i>Has, Have, ing.</i> | AVERAGE , <i>s</i> . | | |
| BNX | DRAW , <i>s</i> ATTENTION TO . | Averaging — <i>Is, Are.</i> | | |
| | Drawing attention to — <i>Am, Is, Are.</i> | About the average. | | |
| BNY | Drawn, Drew, attention to — <i>Has, Have, ing.</i> | Above the average. | | |
| BNZ | PAY , <i>s</i> ATTENTION, to . | Below the average. | | |
| | Paying attention, <i>to</i> — <i>Am, Is, Are.</i> | Averaged — <i>Has, Have, ing.</i> | | |
| BOA | You should pay attention to signals from me, or vessel or station indicated. | GENERAL AVERAGE (INSURANCE). | | |
| BOB | Paid attention, <i>to</i> — <i>Has, Have, ing.</i> | PARTICULAR AVERAGE. | | |
| BOC | Pay, <i>s</i> NO attention, <i>to</i> . | AVIATION. | | |
| | Paying no attention, <i>to</i> — <i>Am, Is, Are.</i> | BOA Civil aviation. | | |
| BOD | Paid no attention, <i>to</i> — <i>Has, Have, ing.</i> | AVIATOR , <i>s</i> . | | |
| BOE | ATTITUDE , <i>s, of</i> . | AVOID , <i>s</i> . | | |
| | ATTRACTION . | Avoiding — <i>Am, Is, Are.</i> | | |
| BOF | LOCAL ATTRACTION (Magnetic). | You should avoid. | | |
| BOG | Is there any local attraction? | Avoided — <i>Has, Have, ing.</i> | | |
| BOH | You should look out for local attraction when off. | AVOIDABLE . | | |
| BOI | AUDIBLE . | AWAIT —use—Wait for. | | |
| | AUGMENT —use—Increase. | BEWARE , <i>that, of</i> . | | |
| BOJ | AUGUST . | Are you aware that, <i>of</i> . | | |
| BOK | AUNT , <i>s, of</i> . | AWASH . | | |
| BOL | AUSTRALIAN , <i>s</i> . | AWAY from—use—Absent from or Distant from. | | |
| BOM | AUSTRIAN , <i>s</i> . | BQJ AWEIGH . | | |
| BON | AUTHORIZE , <i>s</i> . | My anchor is aweigh..... | <i>CZ</i> | |
| | Authorizing — <i>Am, Is, Are.</i> | AWKWARD , <i>ly</i> . | | |
| BOO | Authorized — <i>Has, Have, ing.</i> | AWN ING, <i>s</i> . | | |
| BOP | Authorized to. | AXE , <i>s</i> . | | |
| BOQ | Not authorized, <i>to</i> . | BQM AZIMUTH . | | |
| BOR | Shall, Will, authorize. | Azimuth circle, <i>s</i> for compass. | | |
| BOS | AUTHORITY , <i>ies</i> . | B . | | |
| BOT | Civil authorities, <i>at</i> . | BACK . | | |
| | Coast lighting authority, <i>at</i> | Back, <i>s</i> (Of wind). | | |
| BOU | Customs authority, <i>ies, at</i> . | Backing — <i>Is.</i> | | |
| BOV | Emigration authorities, <i>at</i> . | Backed — <i>Has, Have, ing.</i> | | |
| BOW | Government authorities, <i>at</i> . | BQS BACK , <i>of</i> (Reverse side of). | | |
| | Harbor authorities, <i>at</i> | Back (Part of body). | | |
| BOX | Health authorities, <i>at</i> . | BQU BACK TO PLACE INDICATED . | | |
| BOY | Legal (Judicial) authorities. | BQV BACKSTAY , <i>s</i> . | | |
| BOZ | Local authorities, <i>at</i> . | BQW BACKWARD . | | |
| BPA | Medical authorities. | BQX BACKWASH . | | |
| BPB | Military authorities, <i>at</i> . | BQY BAD . | | |
| BPC | Naval authorities, <i>at</i> . | BQZ Bad for. | | |
| BPD | Police authorities, <i>at</i> . | BRA Too bad, <i>for, to</i> . | | |
| | | BRB BADLY . | | |
| | | BRC BAG , <i>s, of</i> (Sacks)..... | <i>RCK</i> | |
| | | | Mail bag, <i>s</i> . | |

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|----------------|---|----------------|--|
| BRD | Straw bag, s. | BSS | BAND, s (Music). |
| | In bags..... | BST | BANDAGE , s, |
| BRE | How many bags, of article indicated? | | BANK . |
| BRF | How many bags of mail? | BSU | BANK, s (Shoal). |
| | | | Position of the bank, indicated if necessary has changed..... <i>LFJ</i> |
| BAGGAGE | ..... |  | Position and extension of the bank, indicated if necessary is doubtful..... <i>LEY</i> |
| BRG | Baggage belonging to. | BSV | BANK, s, of (River). |
| BRH | You, or vessel indicated, should arrange to have baggage on deck. | BSW | BANK, s, (Money). |
| BRI | You, or vessel indicated, should have the light baggage ready. | BSX | Banking — <i>Am, Is, Are.</i> |
| BRJ | How many pieces of baggage have you? | BSY | Bank has suspended payment. |
| | | BSZ | Banked — <i>Has, Have, ing.</i> |
| BALE. | | BTA | BAR (Of a harbor). |
| BRK | BALE, s, of (Bundles or Press into bundles). | | Inside the bar. |
| | Baling — <i>Am, Is, Are.</i> | BTB | On, Over, the bar..... <i>RCN</i> |
| BRL | Baled — <i>Has, Have, ing.</i> | BTC | Outer bar. |
| BRM | BALE, s, out (Empty). | BTD | Outside the bar. |
| | Baling, out — <i>Am, Is, Are.</i> | BTE | At time indicated there will be number indicated feet of water over the bar. |
| BRN | Baled, out — <i>Has, Have, ing.</i> | BTF | At time indicated there will be number indicated meters of water over the bar. |
| BRO | BALLAST , s (Signal) | | Bar has shifted. |
| BRP | BALLAST , s, | BTG | Bar is dangerous..... <i>EU</i> |
| | Ballasting — <i>Am, Is, Are.</i> | | Bar is dangerous for small boats on ebbing tide..... <i>EV</i> |
| BRQ | Dry ballast. | BTH | Bar is impassable..... <i>EX</i> |
| BRR | Sand ballast. | BTI | Bar is liable to shift. |
| BRS | Ballast can be obtained at place indicated. | | Bar is NOT dangerous..... <i>EW</i> |
| BRT | Ballast has shifted. | BTJ | Bar is NOT safe except just at slack water or time indicated. |
| BRU | I must take in more ballast. | | Bar is passable. |
| BRV | Can I obtain ballast here or at place indicated? | BTG | There are many vessels anchored in the vicinity of the bar. |
| | How much ballast do you require, to? | | There are number indicated feet of water on the bar now, or at time indicated..... <i>VN</i> |
| BRW | Ballasted — <i>Has, Have, ing.</i> | BTH | There are number indicated meters of water on the bar now, or at time indicated..... <i>VO</i> |
| BRX | IN BALLAST. | | You will have enough water over the bar..... <i>VP</i> |
| BRY | In ballast for. | BTI | You will NOT have enough water over the bar..... <i>VQ</i> |
| BRZ | In ballast from. | BTK | Can I cross the bar? |
| BSA | I am, or vessel indicated is, in ballast. | | What are the leading marks for crossing the bar?..... <i>JCC</i> |
| BSB | I shall sail in ballast. | BTL | What will be the best time to cross the bar?..... <i>EZ</i> |
| BSC | WATER BALLAST. | BTM | (FIRE BAR, s.) |
| BSD | Pump, s, out water ballast. | BTM | BARGE , s. |
| BSE | Pumping out water ballast — <i>Am, Is, Are.</i> | BTN | Hopper barge, s..... <i>RCO</i> |
| BSF | I am discharging water ballast in order to refloat. | BTO | Oil barge, s..... <i>RCO</i> |
| BSG | I CAN NOT discharge water ballast to refloat. | BTP | River barge, s. |
| BSH | Limit for discharging oily water ballast is number indicated miles from the land. | BTQ | Sailing barge, s. |
| BSI | Oily water ballast must be discharged outside prohibited limits. | BTR | Separator barge is available. |
| BSJ | You should NOT pump oily water ballast. | BTS | Separator barge is NOT available. |
| BSK | Pumped out water ballast — <i>Has, Have, ing.</i> | | Is there a separator barge? |
| BSL | BALLOON , s. | BTT | Water barge, s (Boiler water)..... <i>RCP</i> |
| BSM | A balloon has broken adrift and may be down in position indicated. | | Water barge, s (Drinking water)..... <i>ECQ</i> |
| BSN | A balloon is reported missing. It was last seen in position indicated. | BARLEY. | |
| BSO | Have you seen anything of a drifting balloon? | | |
| BSP | BAMBOO. | | |
| BSQ | BANANAS. | | |
| BSE | BAND. | | |
| | BAND, s (Stripe). | | |

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| BTU | BAROMETER, s. | <i>RCR</i> | BVL | Rotating radiobeacon, s, <i>at</i> . |
| | Barometer comparison. | | BVM | I can not see the beacon or buoy. |
| BTV | Barometer is falling. | <i>YQ</i> | | Radiobeacon indicated is out of action <i>UF</i> |
| BTW | Barometer is falling rapidly. | | | Position given was obtained by bearings of |
| BTX | Barometer is high. | | | radiobeacon <i>UE</i> |
| | Barometer is low. | | BVN | There are no beacons or buoys. |
| | Barometer is rising. | <i>YR</i> | | Are there any alterations in the beacons? |
| BTY | Barometer is rising quickly. | | | <i>IQJ</i> |
| | Barometer is steady. | <i>YS</i> | | <i>GO</i> |
| BTZ | Barometer reading in inches is. | | BVO | Are there any beacons? |
| BUA | Barometer reading in millibars is. | | BVP | Can you see the beacon? |
| BUB | Barometer reading in millimeters is. | | BVQ | How does the beacon bear? |
| | Height of the barometer. | <i>HEE</i> | | How must I bring the beacon to bear? |
| | Tendency of barometer. | <i>OUT</i> | | What is your bearing of radiobeacon indicated? |
| | What is the barometer doing? | <i>ZA</i> | | <i>UG</i> |
| BUC | What is the barometer reading? | | BEAM. | |
| BUD | BARQUE, s. | | BVR | BEAM (Width). |
| BUE | BARKENTINE, s. | | BVS | BEAM, s (Deck). |
| | BARREL, s, of. | <i>RCS</i> | BVT | Hatch beam, s. |
| BUF | In barrels. | | BVU | Knee beam, s. |
| BUG | BARRIER, s, to. | | BEAM ON, to (Broadside). | <i>RCW</i> |
| BUH | Ice-barrier, s. | | | Abaft the beam. |
| BUI | BASE, of. | | BVV | Before the beam. |
| BUJ | Airship base, s, <i>at</i> . | | BVW | On the beam. |
| | Naval base, s, <i>at</i> . | <i>RCT</i> | BVX | On the port beam. |
| BUK | BASIN, s. | | BVY | On the starboard beam. |
| BUL | You should come into the basin. | | BVZ | BEANS (Vegetable). |
| BUM | BASIS for, of. | | BWA | BEAR, s (Navigation). |
| BUN | BASKET, s, of. | | | Bearing — <i>Is, Are</i> . |
| BUO | BATTEN, s (Wood). | | | Place indicated bears from me as indicated. |
| BUP | BATTEN, s DOWN. | | | <i>FB</i> |
| | Battening down — <i>Am, Is, Are</i> . | | | How did the land bear when last seen? |
| BUQ | Battened down — <i>Has, Have, ing.</i> | | | <i>IDQ</i> |
| BUR | BATTERED — <i>Has, Have, ing.</i> | | | How does the land or place indicated bear? |
| | BATTERY. | | BWB | <i>IDR</i> |
| BUS | BATTERY, IES, at, of (Guns). | | | Bore. |
| BUT | BATTERY, IES (Electric). | | | At time indicated light, lighthouse, or lightship bore. |
| BUU | Dry battery, ies. | | BEARING. | <i>IPT</i> |
| | BATTLE, s. | <i>RCU</i> | BEARING, s (Direction). | |
| BUV | BATTLESHIP, s. | | BWC | Approximate bearing, s. |
| | BAY, s. | <i>RCV</i> | BWD | Bearing and distance, <i>of</i> . |
| BUW | BE, Do be (An order). | | BWE | Cross bearing, s, <i>of</i> . |
| BUX | Do not be (An order). | | BWF | Magnetic bearing, s, <i>of</i> . |
| BUY | To be. | | BWG | Relative bearing, s. |
| BUZ | Not to be. | | BWH | True bearing, s, <i>of</i> . |
| | BEACH. | | BWI | At time indicated bearing and distance of, object indicated, were from me, number indicated degrees, number indicated miles. |
| BVA | BEACH, es (Shore) | | BWJ | I will flash searchlight; let me know bearing from you. |
| BVB | Beach is rocky. | | | You should indicate the bearing of the light, lighthouse, or lightship from you. |
| BVC | Beach is sandy. | | BWK | <i>PH</i> |
| | A lookout will be kept on the beach all night. | <i>KJ</i> | | You should keep the light, lighthouse, or lightship between bearings indicated |
| BVD | On the beach. | | | <i>PI</i> |
| BVE | BEACH, es (Put ashore). | | | You should NOT bring the light, lighthouse, or lightship indicated if necessary to the bearing indicated <i>IQG</i> |
| BVF | Beaching — <i>Am, Is, Are</i> . | | | On what bearing. |
| | You should beach the vessel where flag is waved or light is shown. | | BWL | On what bearing shall I keep light or landmark indicated? <i>PJ</i> |
| | If you part your cable beach your vessel where people are assembled, or on bearing indicated from you. | <i>CQE</i> | | |
| BVG | Beached — <i>Has, Have, ing.</i> | | | |
| BVH | BEACON, s. | | | |
| BVI | Boat beacon, s. | | | |
| BVJ | Fixed radiobeacon, s, <i>at</i> . | | | |
| BVK | Light beacon, s. | | | |

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| BWM | What is the bearing, <i>of object indicated?</i> | BYG | BERTH, <i>s</i> (Sleeping). |
| BWN | What is the bearing and distance from you of vessel, or place indicated? | BYH | BERTH, <i>s</i> (Place for anchoring, mooring, etc.). |
| | What is your bearing of radiobeacon indicated.----- <i>UG</i> | BYI | Discharging berth, <i>s</i> . |
| BWO | TAKE, <i>s</i> BEARING, <i>s, of.</i> | BYJ | Foul, <i>s</i> berth, <i>s</i> . |
| | Taking bearing, <i>s, of</i> —— <i>Am, Is, Are.</i> | BYK | Good berth, <i>s</i> . |
| BWP | Taken, Took, bearing, <i>s, of</i> —— <i>Has, Have, ing.</i> | BYL | Inside berth. |
| BWQ | BEARING, <i>s</i> (Machinery). | BYM | Loading berth, <i>s</i> . |
| | I have hot bearings----- <i>MR</i> | BYN | Outside berth. |
| BWR | BEAT, <i>s, up</i> (Sailing). | BYO | Quay berth, <i>s</i> . |
| | Beating, <i>up</i> —— <i>Am, Is, Are.</i> | BYP | Berth allotted to me is unsuitable. / |
| BWS | I CAN NOT beat up, <i>against</i> . | | Best berth for anchoring is----- <i>CV</i> |
| BWT | Beaten up, <i>against</i> —— <i>Has, Have, ing.</i> | | Best berth for anchoring is in number indicated fathoms.----- <i>CW</i> |
| BWU | BEAUFORT Scale of Wind Force. | BYQ | Best berth for anchoring is in number indicated meters. |
| BWV | BECALMED. | BYR | I am, or vessel indicated is, loading on the berth. |
| BWW | BECAUSE. | BYS | You are in a very fair berth. |
| | BECOME, <i>s</i> (Get) ----- <i>RCX</i> | BYT | You are not in a good berth. |
| | Becoming —— <i>Am, Is, Are.</i> | BYU | You have fouled my berth. |
| | Become, Became —— <i>Has, Have, ing.</i> <i>RCY</i> | BYV | You should be at loading berth on date indicated. |
| BWX | What has become of. | BYW | You should take up berth indicated. |
| BWY | BEEF. | BYX | You should take up berth <i>indicated if necessary</i> alongside. |
| BWZ | BEEN. | BYY | Am I in a good berth? |
| BXA | Not been. | BYZ | Shall I in my present berth have room for weighing if the wind shifts? |
| BXB | BEER. | BZA | Will you lead me into, or indicate, a good berth? |
| BXC | BEFORE. | BZB | ALLOT, <i>s</i> BERTH. |
| BXD | Before and after. | | Allotting berth —— <i>Am, Is, Are.</i> |
| BXE | Before long. | BZC | Please allot me a berth. |
| BXF | Before then. | BZD | Allotted berth —— <i>Has, Have, ing.</i> |
| BXG | Immediately before. | BZE | SHIFT, <i>s</i> BERTH. |
| BXH | BEFOREHAND. | | Shifting berth —— <i>Am, Is, Are.</i> |
| | BEGIN —use—Commence. | BZF | I shall shift my berth. |
| | BEHIND. | BZG | You should shift berth. |
| BXI | BEHIND (At the back of). | | You should shift your berth, it is dangerous.----- <i>IM</i> |
| BXJ | BEHIND TIME (Late). | BZE | You should shift your berth farther to the direction indicated. |
| BXK | BEING. | BZI | You should shift berth to mooring buoy, <i>s</i> . |
| BXL | Not being. | BZJ | Shifted berth —— <i>Has, Have, ing.</i> |
| BXM | BELGAS. | BZK | BERTH, <i>s</i> (Moor, etc.). |
| BXN | BELGIAN, <i>s</i>. | | Berthing —— <i>Am, Is, Are.</i> |
| BXO | BELIEVE, <i>s, ing.</i> | BZL | You should berth alongside. |
| BXP | Believed. | BZM | Berthed —— <i>Has, Have, ing.</i> |
| BXQ | Believed to be —— <i>Is, Are.</i> | BZN | You will be berthed alongside on arrival. |
| BXR | Believed to have —— <i>Is, Are.</i> | BZO | GIVE, <i>s</i> A WIDE BERTH, <i>to.</i> |
| BXS | It is believed that. | | Giving a wide berth, <i>to</i> —— <i>Am, Is, Are.</i> |
| BXT | BELL, <i>s.</i> | BZP | Given, Gave, a wide berth, <i>to</i> —— <i>Has, Have, ing.</i> |
| BXU | BELLIGERENT, <i>s.</i> | | BESIDE —use—Alongside. |
| BXV | BELONG, <i>s, ing, to.</i> | BZQ | BEST, <i>The.</i> |
| BXW | Belonged, <i>to</i> —— <i>Has, Have, ing.</i> | BZR | BETTER. |
| BXX | BELOW. | BZS | You had better not. |
| | BELT. | BZT | BETWEEN. |
| BXY | BELT, <i>s</i> (Zone). | BZU | Between deck, <i>s</i> . |
| BXZ | BELT (Sound). | BZV | In between. |
| | BEND. | BZW | BYOND. |
| BYA | BEND, <i>s</i> (Curve). | | |
| | Bending —— <i>Am, Is, Are.</i> | | |
| BYB | Bent —— <i>Has, Have, ing.</i> | | |
| BYC | BEND, <i>s, on</i> (Rope, etc.). | | |
| | Bending, <i>on</i> —— <i>Am, Is, Are.</i> | | |
| BYD | Bent, <i>on</i> —— <i>Has, Have, ing.</i> | | |
| BYE | BENZINE. | | |
| BYF | BERI-BERI. | | |
| | BERTH. | | |

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| BIGHT , s----- | <i>RCV</i> | CBJ BLAST , s (From whistle, etc.). |
| BILGES | | CBK Prolonged blast, s. |
| BZY Bilge strums choked and water flooding machinery spaces. | | CBL Short blast, s. |
| BZZ Bilge water. | | CBM BLEED , s. |
| CAA Bilges flooded and furnace fires affected. | | Bleeding —— <i>Is, Are.</i> |
| BILL . | | CBN Arterial bleeding. |
| CAB BILL, s, <i>for</i> (Account). | | CBO Bleeding CAN NOT be stopped. |
| BILL , s OF ENTRY (Custom)----- | <i>RDA</i> | CBP Bleeding from ear. |
| CAC BILL, s OF EXCHANGE. | | CBQ Bleeding from part of body indicated. |
| CAD BILL, s OF HEALTH. | | CBR Severe bleeding from nose which CAN NOT be stopped. |
| CAE Bill of health is required at place indicated from each port of call. | | BLOCK . |
| CAF Bill of health is required at port indicated from last port of call. | | CBS BLOCK , s, <i>of</i> (Pieces). |
| CAG Bill, s of health is, are NOT required. | | CBT BLOCK , s (Tackle). |
| CAH Clean bill of health. | | CBU Purchase block, s. |
| I have a clean bill of health from place indicated----- | <i>TN</i> | CBV Snatch block, s. |
| Have you, or has vessel indicated, a clean bill of health?----- | <i>TV</i> | BLOCK , s <i>up</i> (Obstruct)----- |
| CAI BILL, s OF LADING. | | <i>RDE</i> |
| I have retained the bills of lading. | | Blocking, <i>up</i> —— <i>Am, Is, Are.</i> |
| I have no bill of lading for. | | Blocked, <i>up</i> —— <i>Has, Have, ing</i> ----- |
| CAL I shall retain the bills of lading, <i>until</i> . | | BLOCKADE , s. |
| CAM I will NOT sign the bill of lading. | | Blockading —— <i>Am, Is, Are.</i> |
| CAN My bills of lading are NOT signed. | | Blockaded —— <i>Has, Have, ing.</i> |
| CAO You should retain the bills of lading, <i>until</i> . | | BLOCKADE RUNNER , s. |
| CAP Are all your bills of lading complete and signed? | | BLOOD . |
| Have you a bill of lading for | | BLOW . |
| CAR LIGHT BILL , s (Receipt). | | CCA BLOW , s (Knock). |
| CAS VICTUALLING BILL , s (Bonded stores). | | CCB Blow, s from. |
| CAT BIND , s (With cord, etc.). | | CCC BLOW , s (Wind). |
| Binding —— <i>Am, Is, Are.</i> | | Blowing —— <i>Is.</i> |
| CAU Bound —— <i>Has, Have, ing.</i> | | CCD Blown, Blew —— <i>Has, Have, ing.</i> |
| CAV BINNACLE , s. | | CCE Blown, Blew, down —— <i>Has, Have, ing.</i> |
| CAW BINOCLARS ----- | <i>RDB</i> | CCF Blow, s from. |
| CAX BIPLANE , s. | | Blowing from —— <i>Is.</i> |
| CAY BIRTH , s. | | CCG If it comes on to blow, <i>from</i> . |
| BIRTHPLACE . | | CCH If it continues to blow, <i>from</i> . |
| BITES . | | CCI Blown, Blew, from —— <i>Has, Have, ing.</i> |
| Patient has been bitten by dog time indicated ago----- | <i>KSF</i> | CCJ Blow, s hard. |
| Patient has been bitten by snake time indicated ago----- | <i>KSG</i> | Blowing hard —— <i>Is.</i> |
| BITT , s----- | <i>RDC</i> | Blown, Blew, hard —— <i>Has, Have, ing.</i> |
| Mooring bitt, s----- | <i>RDD</i> | CCL Will blow hard. |
| CAZ BLACK . | | CCM Blow, s hard from. |
| CBA BLACKSMITH , s. | | Blowing hard from —— <i>Is.</i> |
| BLADE . | | CCN Blown, Blew, hard from —— <i>Has, Have, ing.</i> |
| CBB Propeller blade, s. | | CCO Blow, s too hard. |
| CBC Rudder blade, s. | | Blowing too hard —— <i>Is.</i> |
| I have lost number indicated blade, s of my propeller----- | <i>IWP</i> | CCP It is blowing too hard, <i>to, for</i> . |
| CBD Have you spare propeller blade, s? | | CCQ Blown, Blew, too hard —— <i>Has, Have, ing.</i> |
| CBE BLADE , s, <i>ing</i> (Turbine). | | CCR • BLOW , s <i>up</i> (Explode). |
| BLANK . | | Blowing up —— <i>Is.</i> |
| CBF BLANK (Forms, Checks, etc.). | | CCS Blown, Blew, up —— <i>Has, Have, ing.</i> |
| CBG BLANK (Ammunition). | | CCT BLUE . |
| CBH Blank round, s. | | CCU BOARD , s (Planks). |
| CBI BLANKET , s. | | Dressed deals and boards. |
| | | CCV Shifting boards (Cargo). |
| | | CCW BOARD , s (To go on board). |
| | | Boarding —— <i>Am, Is, Are.</i> |
| | | CCY Boarding is impossible. |
| | | CCZ Boarding is possible. |
| | | CDA Boarded —— <i>Has, Have, ing.</i> |
| | | CDB I have been boarded, <i>by</i> . |

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| CDC | I have NOT been boarded, <i>by</i> . | | Water boat, s (Boiler water)..... | RCP |
| CDD | Have you been boarded, <i>by</i> ? | | Water boat, s (Drinking water)..... | RCQ |
| CDE | ON BOARD. | | All boats damaged. | |
| CDF | All on board. | | All boats lost. Can you take off passengers | |
| CDG | Not on board. | | and crew? | FD |
| | Person, s indicated is, are, on board | KVS | Boats are making for the shore. | |
| | Persons on board..... | KVT | Boats are NOT allowed to come alongside. | |
| | Is person, or persons, indicated, on board? | KVW | Boats are NOT allowed to land after time indicated. | |
| | What is the total number of persons on board?..... | KVX | Boat, s could NOT live in such weather. | |
| CDH | ARRIVE, S ON BOARD. | | Boat has capsized <i>bearing to be indicated if necessary</i> | FE |
| | Arriving on board —— <i>Am, Is, Are.</i> | | Boat has reached the shore. | |
| CDI | Arrived on board —— <i>Has, Have, ing.</i> | | Boat has sunk..... | FG |
| CDJ | BRING, S ON BOARD. | | Boat is adrift. | |
| | Bringing on board —— <i>Am, Is, Are.</i> | | Boat is aground. | |
| CDK | Brought on board —— <i>Has, Have, ing.</i> | | Boat is alongside..... | FH |
| CDL | COME, S ON BOARD. | | Boat is damaged. | |
| | Coming on board —— <i>Am, Is, Are.</i> | | Boat, s is, are going to your assistance. | FI |
| CDM | You should come on board. | | Boat, s is, are, in danger. | |
| CDN | Can I come on board? | | Boat is NOT fit for use. | |
| CDO | When will you come on board? | | Boat, s is, are NOT required. | |
| CDP | Will you, or person indicated, come on board? | | Boat is on board. | |
| CDQ | Come, Came, on board —— <i>Has, Have, ing.</i> | | Boat, s is, are on way to you..... | FJ |
| CDR | GO, ES ON BOARD. | | Boat is required by me, or vessel indicated..... | FK |
| | Going on board —— <i>Am, Is, Are.</i> | | Boat is safe. | |
| CDS | In am going on board. | | Boat is sinking. | |
| CDT | Gone, Went, on board —— <i>Has, Have, ing.</i> | | Boat is stove in. | |
| CDU | Shall, Will, go on board. | | By boat, s. | |
| CDV | SEND, S ON BOARD. | | Fishing boats in large numbers are on the bank. | |
| | Sending on board —— <i>Am, Is, Are.</i> | | Great risk in sending a boat. | |
| CDW | I am sending article, s indicated on board. | | I am on fire. Send boats to take off passengers and crew..... | NW |
| CDX | I am sending someone on board, <i>for, to.</i> | | I am sending a boat, <i>for, to.</i> | |
| CDY | You should send article indicated on board. | | I am sinking. Send boats to take off passengers and crew..... | FM |
| CDZ | You should send someone on board, <i>for, to.</i> | | I can send a boat. | |
| CEA | Sent on board —— <i>Has, Have, ing.</i> | | I CAN NOT send a boat..... | FN |
| CEB | BOARD OF TRADE. | | I have a motor boat. | |
| CEC | BOAT, s. | | I have found your boat, s. | |
| | (Not to be used in the sense of ship.) | | I have no boat available, <i>for, to</i> | FO |
| | See also "Lifeboats." | | I have no boat fit for the work. | |
| CED | Ash boat, s. | | I have no motor boat. | |
| CEE | Collapsible boat, s. | | I have no serviceable boats..... | FP |
| CEF | Custom (house) boat, s. | | I have only one boat, or number indicated boats. | |
| | Fire boat, s..... | RDG | I have sent number indicated boat, s. | |
| | Fishing boat, s..... | RDH | I require a boat. Man overboard..... | FR |
| CEG | Garbage boat, s. | | I require a boat, or number of boats indicated, immediately..... | FQ |
| | Mail boat, s..... | RDI | I require a boat, or tug to tow me to berth..... | XW |
| | Motor boat, s..... | RDJ | I require an ash boat..... | FS |
| CEH | Open boat, s. | | I require a dirt boat..... | FT |
| | Pilot boat, s..... | RDK | I require a police boat..... | ST |
| CEI | Police boat. | | I require a water boat..... | FU |
| CEJ | Port doctor's boat, s. | | I will send a boat. | |
| CEK | Rowing boat, s. | | I will tow boat to windward. | |
| CEL | Sailing boat, s. | | In boats. | |
| CEM | Surf boat, s. | | Police boat is coming to you. | |
| CEN | Torpedo boat, s. | | Sea is too heavy to use boats..... | MYJ |

| | | | |
|------------|---|---|--|
| CFT | Surf boat will come out to you. | CGY | There is too much sea to lower a boat. |
| CFU | Surf boat CAN NOT come out to you. | CGZ | You should lower a boat, <i>to</i> . |
| CFV | Surf boat, <i>s</i> is, are not available. | CHA | Lowered boat, <i>s</i> — <i>Has, Have, ing.</i> |
| | There is a boat in distress <i>bearing to be indicated if necessary</i> — <i>FW</i> | CHB | BOATSWAIN , <i>s</i> . |
| CFW | Your boat is in sight. | CHC | Boatswain's mate. |
| | Boat should endeavor to land where flag is waved or light is shown — <i>FL</i> | BODY . | |
| CFX | You should get a boat ready to take the hawsers ashore. | CHD | BODY, <i>ies, of</i> (Vehicles, etc.). |
| | You should heave to. I will send a boat — <i>OP</i> | CHE | BODY, <i>ies, of</i> (Human or Animal). |
| CFY | You should keep the boat. | CHF | BODY, <i>ies of</i> (Party of men, etc.). |
| | You should look out for boat in direction or position indicated — <i>IWE</i> | CHG | BOIL , <i>s</i> . |
| | You should make a signal when you require a boat — <i>NMT</i> | | Boiling — <i>Am, Is, Are.</i> |
| | You should NOT attempt to land in your own boat, <i>s</i> — <i>FX</i> | CHH | Boiled — <i>Has, Have, ing.</i> |
| CFZ | You should NOT send boat, <i>s</i> ashore after dark. | CHI | BOILER , <i>s</i> . |
| | You should search for the boat, <i>s</i> . | CHJ | Donkey boiler, <i>s</i> . |
| CGB | You should send a boat, <i>for, to</i> . | CHK | Double-ended boiler, <i>s</i> . |
| CGC | You should send a boat at time indicated. | CHL | Fire tube boiler, <i>s</i> . |
| | You should send a boat for a pilot — <i>SP</i> | CHM | Main boiler, <i>s</i> . |
| CGD | You should send a boat for passenger, <i>s</i> . | CHN | Water tube boiler, <i>s</i> . |
| CGE | You should send boat to place where I am to anchor. | | Boiler damaged and CAN NOT be repaired at sea — <i>JW</i> |
| | You should send a boat to take off the crew — <i>FY</i> | CHO | Boiler defect, <i>s</i> — <i>EPG</i> |
| | You should send a boat with a hawser — <i>OJ</i> | | Boiler has been repaired. |
| CGF | You should send a boat with a kedge anchor. | CHP | Boiler is leaking seriously — <i>PL</i> |
| | You should send a boat with stretcher. | | Number indicated boilers are alight. |
| CGH | You should send a water boat. | BOILERMAKER , <i>s</i> (Smiths) — <i>RDL</i> | |
| CGI | You should send back my boat. | BOLLARD , <i>s</i> — <i>RDC</i> | |
| CGJ | You should send off a shore boat. | | Mooring bollard, <i>s</i> — <i>RDD</i> |
| CGK | You should send suitable boat, <i>s</i> to land passengers or persons indicated. | BOLT , <i>s</i> . | |
| CGL | You should send your boat to pass towing hawser. | | Bolting — <i>Am, Is, Are.</i> |
| CGM | You should veer a boat astern. | CHR | Coupling bolt, <i>s</i> . |
| CGN | Your boat, <i>s</i> should keep to leeward until picked up. | CHS | Shaft coupling bolt, <i>s</i> . |
| | Your boat, <i>s</i> should keep to windward until hoisted — <i>FZ</i> | CHT | Bolted, <i>to</i> — <i>Has, Have, ing.</i> |
| CGO | Are there any boats in sight? | BOND . | |
| | Can I use my own boats for landing? — <i>GB</i> | CHU | In bond. |
| | Can you send a boat, <i>for, to!</i> — <i>GA</i> | BONE , <i>s</i> . | |
| | Have you seen or heard anything of my boat? — <i>GC</i> | CHW | Collar bone, <i>s</i> . |
| | How many serviceable boats have you? — <i>GD</i> | BOOK . | |
| CGP | HOIST, <i>s</i> IN BOAT, <i>s</i> . | CHX | Book, <i>s</i> (Volume, <i>s</i>). |
| | Hoisting in boat, <i>s</i> — <i>Am, Is, Are.</i> | CHY | Signal book, <i>s</i> . |
| CGQ | I will hoist your boat, <i>s</i> . | CHZ | Book, <i>s</i> (Buy Tickets for). |
| CGR | You should hoist the boat. | | Booking — <i>Am, Is, Are.</i> |
| CGS | You should hoist your boat, <i>s</i> . | CIA | Booked — <i>Has, Have, ing.</i> |
| CGT | Can you hoist my boat? | BOOM . | |
| CGU | HOISTED in boat, <i>s</i> — <i>has, have, ing.</i> | CIB | Jib boom. |
| CGV | I have hoisted your boat, <i>s</i> . | CIC | There is a boom across. |
| CGW | LOWER, <i>s</i> BOAT, <i>s</i> . | CID | BORA . |
| | Lowering boat, <i>s</i> — <i>Am, Is, Are.</i> | | BORDER , <i>s, of</i> (Boundary) — <i>RDM</i> |
| CGX | I can not lower a boat. | CIE | BORN . |
| | | CIF | Was Born in place indicated on. |
| | | CIG | BORROW , <i>s</i> . |
| | | CIH | Borrowing — <i>Am, Is, Are.</i> |
| | | CII | Borrowed — <i>Has, Have, ing.</i> |
| | | CIJ | BOTH . |
| | | CIK | BOTTLE , <i>s, of.</i> |
| | | CIL | BOTTLED — <i>RDN</i> |
| | | CIM | BOTTOM , <i>of</i> . |
| | | CIN | Coarse sand bottom. |
| | | CIO | Coral bottom. |
| | | CIP | Foul bottom for anchoring. |
| | | CIQ | Muddy bottom. |
| | | | Ooze bottom. |
| | | | Pebbly bottom. |
| | | | Rocky bottom. |

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|------------|---|------------|--|
| CIR | Sandy bottom. | CKG | BREAK, s DOWN. |
| CIS | At the bottom. | | Breaking down —— <i>Am, Is, Are.</i> |
| CIT | On the bottom, <i>of.</i> | CKH | Broken, Broke, down —— <i>Has, Have, ing.</i> |
| CIU | What is the nature of the bottom? | CKI | BREAK, s INTO. |
| CIV | SHIP'S BOTTOM. | | Breaking into —— <i>Am, Is, Are.</i> |
| | Bottom up —— <i>RDO</i> | CKJ | Broken, Broke, into —— <i>Has, Have, ing.</i> |
| CIW | Double bottom, <i>s.</i> | CKK | BREAK, s OUT, of. |
| CIX | Foul bottom. | | Breaking out, <i>of</i> —— <i>Am, Is, Are.</i> |
| CIY | Inner bottom. | CKL | Broken, Broke, out, <i>of</i> —— <i>Has, Have, ing.</i> |
| CIZ | Bottom damaged, floating on tank tops. | CKM | BREAK, s THROUGH. |
| | Damage to double bottom underneath boilers —— <i>EJB</i> | | Breaking through —— <i>Am, Is, Are.</i> |
| | BOUND. | CKN | Broken, Broke, through —— <i>Has, Have, ing.</i> |
| | BOUND, <i>for, to</i> (On the way) —— <i>RDP</i> | CKO | BREAK, s UP. |
| | Bound from —— <i>RDR</i> | | Breaking up —— <i>Am, Is, Are.</i> |
| | Homeward bound —— <i>HGM</i> | CKP | Broken, Broke, up —— <i>Has, Have, ing.</i> |
| CJA | Inward bound. | CKQ | BREAKDOWN, s, of (Machinery). |
| | Outward bound —— <i>RKQ</i> | CKR | Owing to the breakdown, <i>of.</i> |
| | Where are you bound? —— <i>RV</i> | CKS | Owing to accident or breakdown, I am unable to proceed under steam. |
| CJB | BOTND TO (Obliged to) —— <i>Am, Is, Are.</i> | | BREAKER. |
| CJC | Was, Were, bound to. | CKT | BREAKER, s (Water cask). |
| | BOUNDARY, ies, of —— <i>RDM</i> | | Boat's water breaker, <i>s</i> —— <i>ORW</i> |
| CJD | BOUNDED by. | CKU | BREAKER, s (Seas). |
| CJE | BOW, s. | | Breakers, reef, rock, or shoal ahead of you —— <i>GU</i> |
| | Bows on, <i>to</i> —— <i>RDS</i> | | Breakers, reef, rock, or shoal on your port bow —— <i>GV</i> |
| CJF | Bow, <i>s</i> on to the sea. | | Breakers, reef, rock, or shoal on your starboard bow —— <i>GW</i> |
| | Bows to, ward —— <i>RDT</i> | | You should look out for breakers —— <i>IWF</i> |
| CJG | On the bow. | CKV | BREAKFAST. |
| CJH | You should keep her bows on, <i>to.</i> | CKW | BREAKWATER, s. |
| CJI | PORT BOW. | | BREATHING. |
| CJJ | On the port bow. | | Breathing is feeble. |
| | You should place your vessel on my port bow —— <i>KZZ</i> | CKX | Breathing is labored. |
| CJK | STARBOARD BOW. | CKZ | BREEZE, s. |
| CJL | On the starboard bow. | | For Light Breeze, etc.—see—Wind. |
| | You should place your vessel on my starboard bow —— <i>LAA</i> | CLA | Land breeze, <i>s.</i> |
| CJM | BOWSPRIT. | CLB | Sea breeze, <i>s.</i> |
| CJN | BOX, es, of. | CLC | Steady breeze, <i>s.</i> |
| CJO | BOY, s, of. | CLD | Variable breezes. |
| CJP | BOYCOTT, ed. | CLE | BRICK, s. |
| CJQ | BRACE, s (Rigging). | CLF | BRICKWORK. |
| CJR | BRACKET, s (Support). | CLG | BRIDGE, s. |
| CJS | Propeller shaft bracket, <i>s.</i> | CLH | BRIEF, ly. |
| CJT | BRACKISH. | CLI | BBIG, s. |
| CJU | BRAIN. | CLJ | BRIGANTINE, s. |
| CJV | Brake, s. | CLK | BRING, s. |
| | Braking —— <i>Am, Is, Are.</i> | | Bringing —— <i>Am, Is, Are.</i> |
| CJW | Braked —— <i>Has, Have, ing.</i> | CLL | You should bring the vessel in as close as possible. |
| CJX | BRANDY. | CLM | Brought —— <i>Has, Have, ing.</i> |
| CJY | BRASS. | CLN | BRING, s BACK. |
| CJZ | BRAZILIAN, s. | | Bringing back —— <i>Am, Is, Are.</i> |
| CKA | BREAD. | CLO | Brought back —— <i>Has, Have, ing.</i> |
| CKB | BREADTH, of. | CLP | BRING, s OFF. |
| CKC | BREAK, s, off. | | Bringing off —— <i>Am, Is, Are.</i> |
| | Breaking, <i>off</i> —— <i>Am, Is, Are.</i> | CLQ | Brought off —— <i>Has, Have, ing.</i> |
| CKD | Broken, Broke, <i>off</i> —— <i>Has, Have, ing.</i> | | BRING ON—use—Cause. |
| | BREAK ADRIFT —see—Adrift. | | BRING ON BOARD —see—Board |
| CKE | BREAK, s AWAY. | | |
| | Breaking away —— <i>Am, Is, Are.</i> | | |
| CKF | Broken, Broke, away —— <i>Has, Have, ing</i> | | |
| | BREAK BULK —see— BULK. | | |

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| CLR | BRIQUETTE , s. | CNI | BUOY , s. |
| CLS | BRITISH, BRITANNIC . | CNJ | Buoying —— <i>Am, Is, Are.</i> |
| CLT | British Corporation Register of Shipping and Aircraft. | CNK | Anchor buoy, s. |
| CLU | BROACH , es to. | CNL | Bar buoy, s. |
| | Broaching to —— <i>Is, Are.</i> | CNM | Bell buoy, s. |
| CLV | Broached to —— <i>Has, Have, ing.</i> | CNN | Black buoy, s. |
| | BROAD —use—Wide. | CNO | Breeches buoy, s. |
| CLW | BROADCAST , s. | CNP | Buoy marked with. |
| | Broadcasting —— <i>Am, Is, Are.</i> | CNQ | Buoy, s number, s. |
| | Please broadcast the following message at the first convenient opportunity to all shipping in the vicinity——— <i>GE</i> | CNR | Can buoy, s. |
| CLX | Broadcasted —— <i>Has, Have, ing.</i> | CNS | Checkered buoy, s. |
| | BROADSIDE on, to——— <i>RCW</i> | CNT | Conical buoy, s. |
| CLY | BROTHER , s, of. | CNU | Entrance buoy, s. |
| CLZ | BROWN . | CNV | Fairway buoy, s. |
| CMA | BUBO , s. | CNW | Fishing net buoy, s. |
| | BUCKET . | CNX | Green buoy, s. |
| CMB | Fire bucket, s | CNY | Light buoy, s. |
| CMC | BUILD , s. | CNZ | Mark buoy, s. |
| | Building, s —— <i>Am, Is, Are.</i> | COA | Mooring buoy, s. |
| CMD | Built, <i>of</i> —— <i>Has, Have, ing.</i> | COB | Pillar buoy, s. |
| CME | Built by. | COC | Red buoy, s. |
| CMF | BULGARIAN , s. | COD | Spar buoy, s. |
| CMG | BULGE , s. | COE | Spherical buoy, s. |
| | Bulging —— <i>Is, Are.</i> | COF | Striped buoy, s. |
| CMH | Bulged —— <i>Has, Have, ing.</i> | COG | Telegraph buoy, s. |
| CMI | BULK , s, of. | COH | Turning buoy, s. |
| CMJ | In bulk. | COI | Whistle buoy, s. |
| CMK | BREAK , s, BULK . | COJ | White buoy, s. |
| | Breaking bulk —— <i>Am, Is, Are.</i> | COK | Wreck marking buoy, s. |
| CML | Broken bulk —— <i>Has, Have, ing.</i> | COL | Bell buoy is damaged and is not working. |
| CMM | BULKHEAD , s. | | Buoy has broken adrift——— <i>GH</i> |
| CMN | Collision bulkhead, s. | COL | Buoys have all disappeared. |
| CMO | Transverse bulkhead, s. | | Buoy is awash and is difficult to locate——— <i>GF</i> |
| CMP | Water-tight bulkhead, s. | | Buoy indicated if necessary is NOT in its proper position——— <i>GI</i> |
| CMQ | BULKY . | | Buoy, s is, are NOT to be depended on——— <i>GJ</i> |
| CMR | BULLION . | | Buoy which you are approaching is NOT in its proper position——— <i>GK</i> |
| CMS | BULWARK , s. | | I CAN NOT see the buoy——— <i>BVM</i> |
| CMT | BUNKER . | | I have missed the buoy. |
| CMU | BUNKER, s (Compartment). | | Light buoy is extinguished——— <i>PE</i> |
| | Reserve bunker, s. | | Near to the buoy. |
| CMV | Tween deck bunker, s. | | Off the buoy. |
| CMW | BUNKERS (Ship's fuel). | | There is a buoy on, or in, position or place indicated. |
| CMX | For bunkers. | | There are NO buoys——— <i>BVN</i> |
| CMY | Sufficient bunkers, <i>for, to.</i> | | You can pass the buoy on either side. |
| CMZ | You should call in at place indicated to obtain bunkers. | | Will attempt rescue with whip and breeches buoy——— <i>KO</i> |
| CNA | You should complete bunkers, <i>at place indicated.</i> | | You should leave the buoy to port——— <i>GL</i> |
| CNB | You should complete bunkers at place indicated before loading. | | You should leave the buoy to starboard——— <i>GM</i> |
| CNC | You, or vessel indicated, should call in at place indicated for extra bunkers. | | You should make fast to a buoy, indicated if necessary——— <i>GAQ</i> |
| CND | You, or vessel indicated, should proceed to place indicated for bunkers. | | You should pick up (sight) buoy indicated——— <i>KWP</i> |
| CNE | You, or vessel indicated, should take full bunkers. | | You should steer directly for the buoy——— <i>GN</i> |
| CNF | BUNKER, s (Take in fuel). | | Are there any alterations in the buoys——— <i>IQJ</i> |
| | Bunkering —— <i>Am, Is, Are.</i> | | Are there any buoys or beacons?——— <i>GO</i> |
| CNG | Bunkerized —— <i>Has, Have, ing.</i> | | Can you see the buoy?——— <i>GP</i> |
| CNH | BUNTING . | | Have you a breeches buoy on board?——— <i>KS</i> |
| | | | How does the buoy bear?——— <i>GR</i> |

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| COR | How must I bring the buoy to bear? --- <i>GQ</i> | CQE | If you part your cable beach your vessel where people are assembled or on bearing indicated from you. |
| COS | Buoyed --- <i>Has, Have, ing.</i> | | |
| COT | Is it, or are they, buoyed. | | |
| COU | BUOYANCY. | | |
| COV | BUREAU , s. | CQF | It is advisable to shorten in cable. <i>NHG</i> |
| COW | American Bureau of Shipping. | | My cable has parted. |
| | Bureau Veritas (French). | | My cable is in danger of parting. --- <i>GS</i> |
| | Seamen's Employment Bureau. --- <i>RDU</i> | | You should be ready to slip your cable. --- <i>NPT</i> |
| COX | BURGEE , s. | CQG | You should clear your cable, s. |
| COY | BURN , s. | | You should shorten in your cable, <i>to length indicated</i> . --- <i>NHK</i> |
| | Burning --- <i>Am, Is, Are.</i> | | You should slip your cable. --- <i>NPU</i> |
| COZ | Has burn on part of body indicated. | | You should veer your cable, <i>to length indicated</i> . --- <i>GT</i> |
| CPA | Burned --- <i>Has, Have, ing.</i> | CQH | Has your cable parted? |
| CPB | Burned down. | CQI | How much cable are you riding by? |
| CPC | BURNER , s. | CQJ | How much cable should I veer? --- <i>PTI</i> |
| CPD | Oil-fuel burner, s. | CQK | What is the length of your cable? |
| CPE | BURY , ies. | CQL | What is the size, diameter, of your cable? |
| | Burying --- <i>Am, Is, Are.</i> | CQM | CABLE , s (200 yards). |
| CPF | Buried --- <i>Has, Have, ing.</i> | CQN | Cable, s apart. |
| CPG | BUSHEL , s. | CQO | CABLE , s (Electric). |
| CPH | BUSINESS. | | Telegraph, Submarine, cable, s. |
| CPI | I do business with. | | I have picked up telegraph cable with my anchor. --- <i>CX</i> |
| CPJ | You had better do business with Messrs. | | There is a telegraph cable in the direction indicated from me. --- <i>HQ</i> |
| CPK | BUSY. | | You should beware of telegraph cable on anchoring. --- <i>HZ</i> |
| CPL | BUT. | CQP | You should keep out of my way. I am working on telegraph cable. |
| CPM | But (Except). | CQQ | CABLEGRAM , s. |
| CPN | BUTTER. | CQR | By cable. |
| CPO | BUY , s, up. | CQS | CADET , s. |
| | Buying, up --- <i>Am, Is, Are.</i> | CALL | |
| CPP | Bought, up --- <i>Has, Have, ing.</i> | CQT | CALL, s (By visual). |
| CPQ | Shall, Will, buy, up. | CQU | Calling --- <i>Am, Is, Are.</i> |
| CPR | BY. | CQV | Called --- <i>Has, Have, ing.</i> |
| CPS | By time indicated. | CALL, s, up (Radio only). | Calling, up --- <i>Am, Is, Are.</i> |
| CPT | By (By means of). | | I have been calling vessel or station indicated but can get no reply. |
| | By (According to). --- <i>RAW</i> | CQW | Called, up --- <i>Has, Have, ing.</i> |
| CPU | BY ACCIDENT (By chance). | CQX | CALL, s FOR. |
| CPV | C. | CQY | Calling for --- <i>Am, Is, Are.</i> |
| CPW | C. | CQZ | Called for --- <i>Has, Have, ing.</i> |
| CPX | CABIN , s. | CRA | Shall, Will, call for. |
| | CABLE. | CRB | CALL, s FOR ASSISTANCE. |
| CPY | CABLE , s (Chain). | | Calling for assistance --- <i>Am, Is, Are.</i> |
| CPZ | Port cable. | CRC | Called for assistance --- <i>Has, Have, ing.</i> |
| CQA | Starboard cable. | CRD | CALL, s IN AT PLACE INDICATED. |
| | I am about to veer my cable. --- <i>PTA</i> | | Calling in at place indicated --- <i>Am, Is, Are.</i> |
| | I am dragging. Can veer no more cable and have no more anchors to let go. --- <i>LT</i> | | Agents order you to call in at place indicated. --- <i>AQJ</i> |
| CQB | I am obliged to slip my cable; pick it up for me. | CRE | I must call in, at place indicated. |
| | I am veering my cable, <i>to length indicated</i> . --- <i>PTB</i> | | Owners order you to call at place indicated. --- <i>KMB</i> |
| | I CAN NOT veer any more cable. --- <i>PTC</i> | CRF | You, or vessel indicated, should call in at place indicated if necessary for health of crew. |
| CQC | I have made chain cable fast to towing haw. | CRG | You should call in at place indicated for letters. |
| | I have shortened in cable to length indicated. --- <i>NHN</i> | | |
| | I have veered my cable, <i>to length indicated</i> . --- <i>PTK</i> | | |
| CQD | I require a cable of length and size indicated. | | |
| | I require number indicated anchor, s and cable, s. --- <i>AYA</i> | | |
| | I shall veer length indicated of cable attached to towing hawser. --- <i>PTD</i> | | |

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|------------|--|----------------------------------|--|
| CBH | You should call in at place indicated for mail. | CTA | Canal will be clear in number indicated hours. |
| CRI | You should call in for orders at place indicated. | CTB | Entrance to the canal..... <i>FQZ</i> |
| CRJ | You, or vessel indicated, should call in at place indicated if necessary for provisions. | CTC | Is canal clear? |
| CRK | You should call in for telegram, <i>s, at place indicated.</i> | CTD | When can I enter the canal? |
| CBL | You should NOT call in, <i>at place indicated.</i> | CANCEL , <i>s.</i> | CANCEL , <i>s.</i> |
| CRM | Called in at place indicated— <i>Has, Have, ing.</i> | CTE | Canceling — <i>Am, Is, Are.</i> |
| CBN | Have you called in anywhere? | | You should cancel the number indicated hoist. |
| CBO | Have you called in at place indicated? | | You should cancel the whole flag signal now being made..... <i>VG</i> |
| CRP | Shall, Will, call in at place indicated. | CTF | Canceled — <i>Has, Have, ing.</i> |
| CRQ | I shall call in at place indicated. | CTG | Shall, Will, cancel. |
| CRR | I shall NOT call in at place indicated. | CANNED | CANNED <i>RDW</i> |
| CRS | Shall you call in anywhere before your destination? | CAN NOT — <i>see—Can.</i> | |
| CRT | Shall you, or vessel indicated, call in at place indicated? | CANOE , <i>s.</i> | |
| CRU | Where will you call in for orders? | CANT , <i>s over.</i> | CANT , <i>s over.</i> <i>RDX</i> |
| | CALL ON—use— Visit or Demand. | | Canting over — <i>Am, Is, Are.</i> |
| | | CANTED | Canted over — <i>Has, Have, ing.</i> <i>RDY</i> |
| CRV | CALL SIGN. | CANVAS. | |
| CRW | Radio Call Sign, <i>s.</i> | CAPABLE. | |
| CRW | CALM , <i>s. ness.</i> | CAPABLE , <i>to.</i> | |
| | Dead (Flat) calm..... <i>RDV</i> | CTL | Capable of being maneuvered. |
| CRX | Calms prevail. | CTM | CAPACITY. |
| CRY | CALM, s DOWN. | CTN | Bunker capacity. |
| | Calming down — <i>Am, Is, Are.</i> | CTO | Carrying capacity. |
| CBZ | Calm down — <i>Has, Have, ing.</i> | CTP | Cubic capacity, <i>of.</i> |
| | | CTQ | Maximum lifting capacity, <i>of.</i> <i>INT</i> |
| | | CTR | Refrigerating capacity, <i>for.</i> |
| | | CTS | Oil fuel tank capacity. |
| | | CTT | Capacity for. |
| | | | Capacity of. |
| | | | What is the maximum lifting capacity of your cargo gear?..... <i>INU</i> |
| CSA | CAN (Able to)..... <i>RAT</i> | CTU | CAPE , <i>s.</i> |
| | I can..... <i>HJM</i> | | CAPSIZE , <i>s.</i> <i>RDZ</i> |
| | I can be..... <i>HJN</i> | | Capsizing — <i>Is, Are.</i> |
| | I CAN NOT <i>HJO</i> | CTV | Capsized — <i>Has, Have, ing.</i> <i>REA</i> |
| | I CAN NOT be..... <i>HJP</i> | CAPSTAN , <i>s.</i> | |
| | I CAN NOT do it..... <i>HJQ</i> | CAPTAIN. | |
| CSA | <i>He, She, It, or —, can.</i> | | CAPTAIN , <i>of</i> (Master). |
| CSB | <i>He, She, It, or —, can be.</i> | | Captain is on board. |
| CSC | <i>He, She, It, or —, CAN NOT.</i> | | Captain is NOT on board. |
| CSD | <i>He, She, It, or —, CAN NOT BE.</i> | | Captain is on shore. |
| CSE | <i>They, or — s, can.</i> | | Captain will NOT return until. |
| CSF | <i>They, or — s, can be.</i> | | Where is your captain? |
| CSG | <i>They, or — s, CAN NOT.</i> | | CAPTAIN , <i>s</i> (Military). |
| CSH | <i>They, or — s, CAN NOT be.</i> | | CAPTAIN , <i>s</i> (Naval). |
| CSI | <i>Can he, she, it, or —.</i> | CAPTURE , <i>s.</i> | |
| CSJ | <i>Can he, she, it, or —, be.</i> | | Capturing — <i>Am, Is, Are.</i> |
| CSK | <i>Can I.</i> | CUF | Captured — <i>Has, Have, ing.</i> |
| CSL | <i>Can I be.</i> | | CAR. |
| CSM | <i>Can I do anything for you?</i> | | <i>Car, s</i> (Automobile)..... <i>RCI</i> |
| CSN | <i>Can they, or — s.</i> | | <i>Car, s</i> (Railway). |
| CSO | <i>Can they, or — s, be.</i> | | CARBOY , <i>s, of.</i> |
| CSP | <i>Can we.</i> | | CARD. |
| CSQ | <i>Can we be.</i> | | Cocket card, <i>s.</i> <i>REB</i> |
| CSR | <i>Can you.</i> | | CARE , <i>s.</i> |
| CSS | <i>Can you be.</i> | | Care of (C.O.). |
| CST | <i>Can you do anything, <i>for, to?</i></i> | | TAKE, S CARE, to, that. |
| CSU | CANADIAN , <i>s.</i> | | Taking care, <i>to, that</i> — <i>Am, Is, Are.</i> |
| CSV | CANAL , <i>s.</i> | | Taken, Took, care, <i>to, that</i> — <i>Has, Have, ing.</i> |
| CSW | Panama Canal. | | |
| CSX | Suez Canal. | | |
| CSY | Canal is blocked. | | |
| CSZ | Canal is clear. | | Great care should be taken, <i>to, of.</i> |

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| CUN | TAKE, S CARE OF. | CWO | Part of the cargo. |
| | Taking care of — <i>Am, Is, Are.</i> | CWP | Part of cargo has been saved. |
| CUO | Taken, Took, care of — <i>Has, Have, ing.</i> | CWQ | Short of labor for working cargo..... <i>ICP</i> |
| CUF | CAREFUL, ly. | CWR | Tons of cargo. |
| CUQ | Be careful to. | CWS | With a cargo of. |
| CUR | Be careful NOT to. | CWT | You should do your utmost to deliver cargo at place indicated. |
| CUS | CARELESS, ly. | | You should jettison deck cargo..... <i>HYR</i> |
| CUT | CARELESSNESS. | | You should jettison part of cargo..... <i>HYS</i> |
| CUU | CARGO, es, of. | | You should keep clear of me. I am loaded with dangerous cargo..... <i>IC</i> |
| CUV | Bulk cargo. | CWU | You, or vessel indicated, should prepare to take in cargo. |
| CUW | Dangerous cargo, es. | CWV | You should send cargo. |
| CUX | Dead-weight cargo. | CWW | Can crew work cargo?..... <i>EEX</i> |
| CUY | Deck cargo. | CWX | For what port, s, have you cargo? |
| CUZ | Full cargo. | CWY | Has he, she, or vessel indicated, any cargo? |
| CVA | General, Various, cargo. | CWZ | Have they any cargo? |
| CVB | Inflammable cargo, es. | CXA | Have you any cargo? |
| CVC | Live cargo. | CXB | Have you dangerous cargo on board? |
| CVD | Measurement cargo. | CXC | Have you room and freeboard for more cargo? |
| CVE | Optional cargo, es. | CXD | How many tons dead-weight cargo do you require? |
| CVF | Overcarried cargo. | CXE | How many tons measurement cargo can you take? |
| CVG | Overstowed cargo. | CXF | How much cargo do you require, <i>for, to?</i> |
| CVH | Perishable cargo. | CXG | How much cargo have you, <i>for, to?</i> |
| CVI | Refrigerated cargo. | CXH | Is there any cargo? |
| CVJ | Return-cargo. | CXI | Is your cargo much damaged? |
| CVK | Special cargo, es. | CXJ | To whom is your cargo consigned? |
| CVL | Valuable cargo. | CXK | What does cargo stow to the ton? |
| CVM | Cargo consists of. | CXL | What is the condition of the cargo? |
| CVN | Cargo has been saved. | CXM | What is your cargo? |
| CVO | Cargo has been sold. | CXN | When do you wish to have the cargo? |
| CVP | Cargo has shifted. | CXO | Will he, she, or vessel indicated have any cargo? |
| CVQ | Cargo is damaged. | CXP | Will they have any cargo? |
| CVR | Cargo is damaged; extent not yet known. | | Will you have any cargo? |
| CVS | Cargo is NOT much damaged. | CARGO-CLUSTERS (lights). | |
| CVT | Cargo is in very good condition. | CARGO GEAR | <i>GQX</i> |
| CVU | Cargo is insured. | Cargo gear is rigged | <i>GQY</i> |
| CVV | Cargo is NOT insured. | Cargo gear should be rigged and ready | <i>GQZ</i> |
| CVW | Cargo is lost. | What is the maximum lifting capacity of your cargo gear? | <i>INU</i> |
| CVX | Cargo is owned by. | CARPENTER, s. | |
| CVY | Cargo is so badly stowed that I am not seaworthy. | CARRIAGE. | |
| CVZ | Cargo must be loaded. | CARRIAGE (Freight Costs). | |
| CWA | Cargo, es, of grain. | CXS | Carriage forward. |
| CWB | Cargo, es, of coal. | CXT | Carriage paid. |
| CWC | Cargo, es, of Diesel oil. | CXU | CARRIAGE, of (Transportation). |
| CWD | Cargo, es, of oil fuel. | CXV | CARRIER, s. |
| CWE | Condition of cargo. | CXW | Aircraft carrier, s. |
| | Crew can work cargo..... <i>EEC</i> | CXX | CARRY, ies. |
| | Crew CAN NOT work cargo..... <i>EED</i> | | Carrying — <i>Am, Is, Are.</i> |
| | I am jettisoning cargo to refloat..... <i>HYQ</i> | | Carried — <i>Has, Have, ing.</i> |
| CWF | I am, or vessel indicated is, waiting for cargo. | CXZ | CARRY, ies, AWAY. |
| CWG | I have lost deck cargo. | | Carrying away — <i>Am, Is, Are.</i> |
| CWH | I have, or vessel indicated has, a cargo of. | | Carried away — <i>Has, Have, ing.</i> |
| CWI | I want number indicated tons dead-weight cargo. | CYA | CARRY, ies, ON (Continue). |
| CWJ | I want number indicated tons measurement cargo. | | Carrying on — <i>Am, Is, Are.</i> |
| CWK | It is expected that the cargo will be saved. | | Carried on — <i>Has, Have, ing.</i> |
| | My cargo in the hold is on fire..... <i>NY</i> | | |
| CWL | My cargo is consigned to. | | |
| CWM | No cargo. | | |
| CWN | Number indicated piece, s, of heavy-weight cargo. Heaviest weight is weight indicated. | | |

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| CYD | CARRY, ies, out (Perform). Carrying out — <i>Am, Is, Are.</i> | CZX | CENTRAL. |
| CYE | Carried out — <i>Has, Have, ing.</i> | CZY | CENTER, s, of. |
| CYF | CARTRIDGE, s. | CZZ | CEREBROSPINAL MENINGITIS. |
| | CASE. | DAA | CEREMONY, ies, ial. |
| CYG | CASE, s, of (Packing). | | CERTAIN —use—Some. |
| CYH | Airplane case, s. | | CERTAIN, that, to (Sure) — <i>RED</i> |
| CYI | CASE, s of (Instances). | | Certain not to — <i>REE</i> |
| | In case, of — <i>REC</i> | | Certain of, as to — <i>REF</i> |
| | CASE, s (Patient) — <i>KSE</i> | | It is certain, that, to — <i>REG</i> |
| CYJ | Infectious case, s. | | It is not certain, that, to — <i>REH</i> |
| CYK | Suspected case, s, of | DAB | MAKE, s CERTAIN, that, of. |
| CYL | A good many slight cases. | | Making certain, that, of — <i>Am, Is, Are.</i> |
| CYM | I have had number indicated cases of. | DAC | You should make certain, of, that. |
| CYN | The case is serious and urgent. | DAD | Made certain, that, of — <i>Has, Have, ing.</i> |
| CYO | CASEI, es. | DAE | CERTAINLY. |
| | Cashing — <i>Am, Is, Are.</i> | DAF | CERTIFICATE, s, of. |
| CYP | I require amount indicated cash. | DAG | A. A. certificate, s. |
| CYQ | You should advise us as to the amount of cash required on arrival, <i>at place indicated.</i> | DAH | B. B. certificate, s. |
| CYR | Cashed — <i>Has, Have, ing.</i> | DAI | Cargo gear certificate, s. |
| CYS | CASH (Chinese coins). | DAJ | Certificate, s of competency (Officers). |
| CYT | CASING, s (Engine room, etc.). | DAK | Certificate, s of nationality. |
| | CASK, s, of — <i>RCS</i> | DAL | Certificate, s of origin. |
| CYU | CAST, S OFF. | DAM | Certificate, s of seaworthiness. |
| | Casting off — <i>Am, Is, Are.</i> | DAN | Certificate, s of survey. |
| CYV | Cast off — <i>Has, Have, ing.</i> | DAO | Certificate, s of tonnage. |
| CYW | Shall, Will, cast off. | DAP | Crew's insurance certificate, s. |
| | CAST OFF TOW— <i>see—Tow.</i> | DAQ | Danube certificate, s. |
| CYX | CASTING, s (Founding, s). | DAR | Freeboard certificate, s. |
| CYY | CASUALTY, ies. | DAS | Fumigation or deratization certificate, s. |
| CYZ | Are there any casualties? | DAT | Fumigation exemption certificate, s. |
| CZA | CATAPULT, s. | DAU | Grain certificate, s. |
| CZB | CATCH, es. | DAV | Load line certificate, s. |
| | Catching — <i>Am, Is, Are.</i> | DAW | Loading certificate, s — <i>REI</i> |
| CZC | Caught — <i>Has, Have, ing.</i> | DAX | Panama Canal certificate, s. |
| | Catch up—use—Overtake. | DAY | Passenger certificate, s. |
| CZD | CATTLE. | DAZ | Pratique certificate, s. |
| CZE | CAULK, s. | DBA | Safety certificate, s. |
| | Caulking — <i>Am, Is, Are.</i> | DBB | Safety radiotelegraphy certificate, s. |
| CZF | Caulked — <i>Has, Have, ing.</i> | DBC | Ship's certificate, s of registry. |
| CZG | CAUSE, s. | DBD | Suez Canal certificate, s. |
| | Causing — <i>Am, Is, Are.</i> | | I have a deratization certificate issued at place indicated on date indicated. |
| CZH | Cause, s, unknown. | DBE | I have a deratization-exemption certificate issued at place indicated on date indicated. |
| CZI | What is the cause, of? | DBF | I have no certificate. |
| CZJ | Caused — <i>Has, Have, ing.</i> | DBG | Have you a deratization or deratization-exemption certificate; if so, at what port was it issued and on what date? |
| | CAUTION. | DBH | CERTIFY, ies, that. |
| CZK | CAUTION (Care). | | Certifying, that — <i>Am, Is, Are.</i> |
| CZL | Caution is necessary. | DBI | Certified, that — <i>Has, Have, ing.</i> |
| | You should proceed with great caution at easy speed — <i>TF</i> | DBJ | CH (Letters). |
| CZM | CAUTION (Warning). | DBK | CHAFE, s. |
| CZN | CAUTIOUS, ly. | | Chafing — <i>Am, Is, Are.</i> |
| CZO | CELEBRATION, s. | DBL | CHAIN, s. |
| CZP | CEMENT, s, ing. | | Chaining — <i>Am, Is, Are.</i> |
| CZQ | Cemented — <i>Has, Have, ing.</i> | DBM | Rudder chain, s. |
| CZR | CENTIGRADE. | DBN | Chained — <i>Has, Have, ing.</i> |
| CZS | Number indicated degrees centigrade. | | CHANCE. |
| CZT | Degree, s below zero centigrade. | DBO | If by chance. |
| CZU | CENTIMETER, s. | | |
| CZV | Centimeter, s thick. | | |
| CZW | Square centimeter, s. | | |

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| DBP | Your only chance of safety is to..... <i>MTV</i> | DDJ | CHARTER , s. |
| | CHANCER . | | Chartering —— <i>Am, Is, Are.</i> |
| | CHANDLER . | DDK | Time charter. |
| DBQ | Ship chandler, s. | DDL | Charter is canceled. |
| DBR | CHANGE , s. <i>over</i> . | DDM | I shall miss my charter. |
| | Changing, <i>over</i> —— <i>Am, Is, Are.</i> | DDN | Chartered —— <i>Has, Have, ing.</i> |
| DBS | There is no change, <i>in</i> . | DDO | Chartered vessel, s. |
| DBT | There will be no change until. | DDP | I am chartered for. |
| DBU | Is there any change, <i>in</i> ? | DDQ | I am NOT chartered. |
| DBV | Changed, <i>over</i> —— <i>Has, Have, ing.</i> | DDR | You are chartered for. |
| DBW | Shall, Will, change, <i>over</i> . | DDS | Are you chartered? |
| DBX | CHANNEL , s. | DDT | CHARTER PARTY , ies. |
| | For phrases— <i>see</i> —“Fairway.” | DDU | Charter party stipulates number indicated |
| DBY | Channel is passable. | | tons per day must be discharged. |
| DBZ | Channel is impassable. | DDV | Charter party will be canceled. |
| DCA | Cross channel. | DDW | Terms of charter party —— <i>Ouz</i> |
| DCB | Down channel. | DDX | CHARTERAGE (Money). |
| | Eastern channel —— <i>FLC</i> | DDY | CHARTERER , s. |
| | Ice channel, s. —— <i>RIO</i> | DDZ | Charterers instruct, <i>that</i> . |
| | Northern channel —— <i>JVE</i> | DEA | Charterers order you to. |
| | Southern channel —— <i>NUE</i> | DEB | Charterers order you to proceed to. |
| DCC | Up channel. | DEC | Charterers order you to proceed with |
| | Western channel —— <i>QLU</i> | DED | utmost speed direct to place indicated. |
| DCD | CHAPLAIN , s. | | Charterers request, <i>that</i> . |
| DCE | CHAPTER , s, <i>No.</i> , s. | DEE | I, We, have arranged with charterers. |
| | CHARGE . | DEF | In accordance with special arrangement |
| DCF | CHARGE , s, <i>for</i> (Price and Dues). | DEG | with charterers —— <i>BFE</i> |
| DCG | Landing charges. | DEH | CHASED . |
| | Port charges —— <i>REJ</i> | DEE | I am being chased by. |
| DCH | Stevedoring charges. | DEF | CHEAP , ly. |
| DCI | Charges are moderate. | DEG | <i>The CHEAPER</i> , than. |
| DCJ | Are the charges moderate? | DEH | CHEAPEST , <i>The</i> . |
| DCK | Are there any charges? | CHECK | — <i>DEJ</i> |
| DCL | What are the charges? | DEI | CHEMICAL , s. |
| DCM | CHARGE , s (Ask a price). | CHEMIST | — <i>REL</i> |
| | Charging —— <i>Am, Is, Are.</i> | DEJ | CHEQUE , (check) s. |
| DCN | Charged —— <i>Has, Have, ing.</i> | CHEST | |
| DCO | CHARGE , s (Accuse, ation). | DEK | CHEST , s, <i>of</i> (Box). |
| | Charging —— <i>Am, Is, Are.</i> | DEL | Medicine chest. |
| DCP | Charged —— <i>Has, Have, ing.</i> | DEM | CHEST (Part of body). |
| DCQ | CHARGE , <i>of</i> (Command). | DEN | CHIEF , s. |
| DCR | In charge of. | DEO | Chief of Staff. |
| DCS | CHARGE , <i>of</i> (Custody). | DEP | CHIEFLY . |
| | In charge of —— <i>REK</i> | DEQ | CHILD , ren. |
| DCT | CHART , s, <i>of</i> | DER | CHILEAN , s. |
| DCU | Coast chart, s, <i>of</i> . | DES | CHILENO , s. |
| DCV | General chart, s, <i>of</i> . | DET | CHIMNEY , s. |
| DCW | Gnomonic chart, s. | DEU | CHINESE . |
| DCX | Mercator chart, s, <i>of</i> . | DEV | CHOCK , s. |
| DCY | Meteorological chart, s. | DEW | CHOKE , s. |
| DCZ | Pilot chart, s. | | Choking —— <i>Is, Are.</i> |
| DDA | Variation chart, s. | DEX | Choked —— <i>Has, Have, ing.</i> |
| ddb | Chart, s CAN NOT be obtained, <i>at</i> . | DEY | CHOLERA . |
| DDC | I have NO chart of. | DEZ | CHOOSE , s. |
| DDD | I require a chart of. | | Choosing —— <i>Am, Is, Are.</i> |
| | I require a chart of the channel —— <i>IU</i> | DFA | Chosen —— <i>Has, Have, ing.</i> |
| | I require a chart of the harbor —— <i>IV</i> | DFB | CHOPPY , <i>Sea</i> . |
| DDE | My charts are corrected. | DFC | CHRISTIAN , s. |
| DDF | My charts are NOT corrected. | DFD | CHRISTMAS . |
| DDG | Are your charts corrected? | DFE | CHRONOMETER , s. |
| DDH | Can you spare me a chart of. | DFF | Chronometer error. |
| DDI | Have you a chart of. | DFG | Comparison of chronometer, s. |

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| DFH | I have one chronometer, or number indicated chronometers. | DHG | You should clear your cable, <i>s</i> — <i>CQG</i> |
| DFI | I have no chronometer. | DHH | Cleared —— <i>Has, Have, ing.</i> |
| DFJ | I wish to get a rate for my chronometer. Will you give me a comparison? | DHI | Shall, Will, clear. |
| DFK | My chronometer is NOT reliable. | CLEAR (Whole). | CLEAR , <i>ly</i> (Distinct) —— <i>REM</i> |
| DFL | My chronometer is run down. | DHJ | CLEAR , <i>s, up</i> (Of weather). |
| DFM | My chronometers were rated number indicated days ago <i>at place indicated if necessary.</i> | DHK | Clearing, <i>up</i> —— <i>Is, Are.</i> |
| DFN | Can you spare me a chronometer? | DHL | Cleared, <i>up</i> —— <i>Has, Have, ing.</i> |
| DFO | Have you a chronometer? | DHM | Will clear, <i>up.</i> |
| DFP | How many chronometers have you? | DHN | CLEAR , <i>s</i> (Pass without touching). |
| DFQ | When were your chronometers last rated? | DHO | Clearing —— <i>Am, Is, Are.</i> |
| DFR | Will you give me another chronometer comparison? | DHP | Cleared —— <i>Has, Have, ing.</i> |
| DFS | CHURCH , <i>es, at.</i> | DHQ | Shall, Will, clear. |
| DFT | C. I. F. | DHR | CLEAR , <i>s</i> (Customs). |
| DFU | CIRCLE , <i>s.</i> | DHS | Clearing —— <i>Am, Is, Are.</i> |
| | Circleing —— <i>Am, Is, Are.</i> | DHT | Cleared —— <i>Has, Have, ing.</i> |
| DFV | Great circle. | DHU | CLEAR FOR — <i>use</i> —Leave for. |
| DFW | Circled —— <i>Has, Have, ing.</i> | DHU | CLEAR , <i>s CP.</i> |
| DFX | CIRCUIT , <i>s</i> (Electric). | DHV | Clearing up —— <i>Am, Is, Are.</i> |
| DFY | CIRCULAR , <i>s.</i> | DHW | Cleared up —— <i>Has, Have, ing.</i> |
| DFZ | CIRCULATION. | DIA | CLEAR OF (Away from). |
| DGA | CIRCUMFERENCE , <i>s.</i> | DHX | Your are clear of all danger —— <i>HW</i> |
| DGB | What circumference is your hawser? | DHY | When will you be clear, <i>off</i> |
| DGC | CIRCUMSTANCE , <i>s.</i> | DHZ | When you are clear, <i>of</i> . |
| DGD | Under all circumstances. | DIA | KEEP, S CLEAR , <i>of.</i> |
| DGE | Under favorable circumstances. | | Keeping clear, <i>of</i> —— <i>Am, Is, Are.</i> |
| DGF | Under no circumstances. | | I am engaged in submarine survey work. |
| DGG | Under the circumstances. | | You should keep clear of me —— <i>HD</i> |
| DGH | Unforeseen circumstances. | | I, We, have a sweep out. You should keep clear of it —— <i>HF</i> |
| DGI | CIVILIAN , <i>s.</i> | | Keep clear of me; I am maneuvering with difficulty —— <i>D</i> |
| DGJ | CLAIM , <i>s, for.</i> | DIA | You should keep clear, <i>of</i> |
| | Claiming, <i>for</i> —— <i>Am, Is, Are.</i> | | You should keep clear of firing range — <i>IB</i> |
| DGK | Claim, <i>s</i> by, <i>of</i> , from. | | You should keep clear of me. I am loaded with dangerous cargo —— <i>IC</i> |
| DGL | Claim, <i>s</i> for compensation. | DIB | Kept Clear, <i>of</i> —— <i>Has, Have, ing.</i> |
| DGM | Legal claim, <i>s.</i> | CLEARANCE . | CLEARANCE , <i>s</i> (Customs). |
| DGN | Claimed, <i>for</i> —— <i>Has, Have, ing.</i> | DIC | After clearance. |
| DGO | CLAP (Disease). | DID | Before clearance. |
| DGP | CLASS , <i>es.</i> | DIF | I require my Customs clearance. |
| | Classing —— <i>Am, Is, Are.</i> | DIG | CLEARANCE , <i>s</i> (Machinery). |
| DGQ | First class. | DIH | CLERK , <i>s.</i> |
| DGR | Second class. | DII | CLIFF , <i>s.</i> |
| DGS | Third class. | DIJ | CLIMATE. |
| DGI | Classed —— <i>Has, Have, ing.</i> | DIK | CLIPFISH. |
| DGU | CLASSIFICATION , <i>s, of.</i> | | CLOSE. |
| DGV | CLAUSE , <i>s, of.</i> | | CLOSE , <i>to</i> (Near). |
| DGW | Clause, <i>s</i> in. | | Too close, <i>for, to</i> . |
| DGX | CLAY. | | I will keep close to you during the night. |
| DGY | CLEAN , <i>s, up.</i> | | You should come closer, <i>to object indicated.</i> |
| | Cleaning, <i>up</i> —— <i>Am, Is, Are.</i> | DIL | You should keep as close as possible to pick up my people. |
| | Cleaned, <i>up</i> —— <i>Has, Have, ing.</i> | DIM | You should NOT come any closer — <i>IN</i> |
| DHA | CLEAN, <i>s</i> the BOTTOM (Of vessels). | DIN | You should NOT come too close — <i>IO</i> |
| | Cleaning the bottom —— <i>Am, Is, Are.</i> | DIO | You should NOT pass too close to me — <i>IS</i> |
| DHB | Cleaned the bottom —— <i>Has, Have, ing.</i> | | |
| DHC | CLEANER , <i>s</i> (Men). | | |
| | CLEAR. | | |
| DHD | CLEAR (Unobstructed, Disentangled). | | |
| DHE | All clear. | | |
| DHF | CLEAR, <i>s</i> (disentangle, Disencumber). | | |
| | Clearing —— <i>Am, Is, Are.</i> | | |

| | | |
|------------|---|---|
| DIQ | CLOSE IN (Near the shore)----- <i>REN</i> Closer in, <i>to</i> ----- <i>REO</i> You should keep closer in to the shore. <i>ID</i> | DJV I require number indicated tons of coal. DJW Quality of coal. DJX Tons of coal. DJY Ton of coal stows in number indicated cubic feet. DJZ Ton of coal stows in number indicated cubic meters. DKA You should order for me number indicated tons of bunker coal. DKB You should prepare to coal. DKC You should telegraph quantity of coal you will require on arrival, <i>at, on</i> . DKD Can I obtain coal here, or at place indicated? DKE Can you spare me any coal? DKF Can you spare me bunker coal? DKG Do you, or vessel indicated, require coal? DKH How many cubic feet to ton of coal? DKI How many cubic meters to ton of coal? DKJ How many tons of bunker coal do you require? DKK How much coal do you require? DKL How much coal have you remaining? DKM How much coal is there in the collier? DKN How much coal is there in the depot? DKO How much coal is there in the lighter? DKP What is the price of coal here, or at place indicated?----- <i>LKR</i> DKQ Where can I get bunker coal? DKR Coaled ----- <i>Has, Have, ing.</i> COAST , <i>s.</i> North coast, <i>s, of</i> ----- <i>JUL</i> South coast, <i>s, of</i> ----- <i>NTK</i> East coast, <i>s, of</i> ----- <i>FKS</i> West coast, <i>s, of</i> ----- <i>QLK</i> DKS Along the coast. DKT Off the coast. DKU On the coast, <i>of</i> . DKV I am, or vessel indicated is, acquainted with the coast. DKW I am, or vessel indicated is, NOT acquainted with the coast. DKX Do not approach the coast owing to. DKY Are you, or is vessel indicated, acquainted with the coast? DKZ COASTAL (Coastwise). DLA COAST GUARD, <i>s, station, at.</i> DLB COCOA. DLC COCOANUT, <i>s.</i> DLD COD. DLE CODE, <i>s</i> (Signal). Coding ----- <i>Am, Is, Are.</i> DLF Code group, <i>s.</i> DLG Coded ----- <i>Has, Have, ing.</i> DLH INTERNATIONAL CODE OF SIGNALS. DLI Signal, <i>s</i> , by International Code of Signals. Signaling by International Code of Signals ----- <i>Am, Is, Are.</i> DLJ Instructions for the use of the International Code of Signals. The following is coded by the International Code of Signals----- <i>PRB</i> |
| DIS | Closed, <i>in</i> ----- <i>Has, Have, ing.</i> | |
| DIT | CLOSE, <i>s, up</i> (Shut, End). Closing, <i>up</i> ----- <i>Am, Is, Are.</i> | |
| DIU | Closed, <i>up</i> ----- <i>Has, Have, ing.</i> All side openings must be kept closed ----- <i>KEK</i> | |
| DIV | Close, <i>s</i> water-tight doors. Closing water-tight doors ----- <i>Am, Is, Are.</i> | |
| DIW | Closed water-tight doors ----- <i>Has, Have, ing.</i> | |
| DIX | CLOSE UP (Flags). | |
| DIY | CLOSE HAULED. | |
| DIZ | CLOUD, <i>s.</i> | |
| DJA | Cloud is moving from direction indicated. | |
| DJB | High cloud, <i>s.</i> | |
| DJC | Low cloud, <i>s.</i> | |
| DJD | Rain cloud, <i>s.</i> | |
| DJE | Squall cloud, <i>s.</i> | |
| | Land is totally obscured by cloud from height indicated----- <i>IDN</i> | |
| | Sky is cloudless----- <i>REP</i> | |
| | Sky is clouding over----- <i>NOZ</i> | |
| | Sky is about a quarter clouded over----- <i>NOW</i> | |
| | Sky is about half clouded over----- <i>NOW</i> | |
| | Sky is about three-quarters clouded over----- <i>NOX</i> | |
| | Sky is nearly clouded over but with gaps----- <i>NPA</i> | |
| | Sky is completely clouded over----- <i>NPB</i> | |
| | Sky is completely clouded over; thick layer----- <i>NPC</i> | |
| | Sky has, having, clouded over----- <i>NPD</i> | |
| DJF | COAL, <i>s.</i> | |
| | Coaling ----- <i>Am, Is, Are.</i> | |
| | For general phrases ----- see ----- Fuel. | |
| DJG | Anthracite coal. | |
| DJH | Asturian coal. | |
| DJI | Bituminous coal. | |
| DJJ | Bunker coal. | |
| DJK | North country (Newcastle) coal. | |
| DJL | Pulverized coal. | |
| DJM | Welsh coal. | |
| DJN | Coal fired. | |
| DJO | Coal tip, <i>s.</i> | |
| DJP | Coal at price indicated per ton. | |
| DJQ | Coal can be obtained here or at place indicated. | |
| DJR | Coal CAN NOT be obtained here, or at place indicated. | |
| DJS | I am running short of coal. Which is the nearest port at which I can replenish? | |
| DJT | I require bunker coal at once. | |
| DJU | I require number indicated tons of bunker coal. | |

| | | |
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| DLK | You should signal by International Code of Signals. | Vessels which have just arrived, show your colors----- <i>JE</i> |
| DLL | Your attention is directed to International Code of Signals. article number indicated. | Vessels whilst in harbor should show their colors. |
| DLM | Signaled by International Code of Signals —— <i>Has, Have, ing.</i> | You should show your colors----- <i>JF</i> |
| DLN | COFFEE. | COMATOSE. |
| | COFFERDAM. | COMBINATION, s. |
| DLO | After cofferdam. | COMBINE, s, with. |
| DLP | Forward cofferdam. | Combining, with —— <i>Am, Is, Are.</i> |
| DLQ | COIL, s (Rope, etc.). | Combined, with —— <i>Has, Have, ing.</i> |
| | Coiling —— <i>Am, Is, Are.</i> | Combined in —— <i>Has, Have, ing.</i> |
| DLR | Coiled —— <i>Has, Have, ing.</i> | COMBUSTIBLE, s. |
| DLS | COLD. | I am loaded with combustibles----- <i>IUF</i> |
| DLT | COLIC. | COMBUSTION. |
| DLU | COLLAPSE, s. | Combustion chamber crown, s, has, have, collapsed. |
| | Collapsing —— <i>Is, Are.</i> | COME, s. |
| DLV | Collapsed —— <i>Has, Have, ing.</i> | Coming —— <i>Am, Is, Are.</i> |
| DLW | COLLECT, s. | You should come into the basin... <i>BUL</i> |
| | Collecting —— <i>Am, Is, Are.</i> | You should come within hail----- <i>KW</i> |
| DLX | Collected —— <i>Has, Have, ing.</i> | Come, Came —— <i>Has, Have, ing.</i> |
| DLY | Collected by. | Shall, Will, come. |
| DLZ | Collected from. | COME ALONGSIDE —see—Alongside. |
| DMA | COLLIDE, s, ing, with. | COME, S, DOWN. |
| DMB | Collided, with —— <i>Has, Have, ing.</i> | Coming down —— <i>Am, Is, Are.</i> |
| DMC | I have, or vessel indicated has, collided with iceberg. | Come, Came, down —— <i>Has, Have, ing.</i> |
| | What is the name of vessel with which you collided?----- <i>SB</i> | COME, S FROM. |
| | Where is the vessel that collided with you?----- <i>PWR</i> | Coming from —— <i>Am, Is, Are.</i> |
| DMD | COLLIER, s. | COME, S IMMEDIATELY. |
| DME | COLLISION, with. | Coming immediately —— <i>Am, Is, Are.</i> |
| DMF | Collision shield, s, mat, s. | COME, S IN, to (Enter). |
| DMG | In collision, with. | Coming in, to —— <i>Am, Is, Are.</i> |
| | Damage in collision, with----- <i>EIU</i> | Come, Came, in, to —— <i>Has, Have, ing.</i> |
| | I have been in collision, with----- <i>IW</i> | COME INTO EFFECT —use—Come into force. |
| DMH | I have been in collision with unknown vessel. | COME, S OFF (From the shore). |
| | I have received serious damage in collision----- <i>IX</i> | Coming off —— <i>Am, Is, Are.</i> |
| | I have NOT received damage in collision----- <i>EJO</i> | Come, Came, off —— <i>Has, Have, ing.</i> |
| | There has been a collision between vessels indicated----- <i>IZ</i> | COME, S OUT, of. |
| | Vessel indicated has been in collision----- <i>JA</i> | Coming out, of —— <i>Am, Is, Are.</i> |
| | Has the vessel with which you have been in collision resumed her voyage?----- <i>JB</i> | Come, Came, out, of —— <i>Has, Have, ing.</i> |
| | Have you been in collision?----- <i>JC</i> | COMMAND, s. |
| | Have you received any damage in collision?----- <i>EJX</i> | Commanding —— <i>Am, Is, Are.</i> |
| DMI | COLOMBIAN, s. | In command, of. |
| DMJ | COLON, es. | Under the command of. |
| DMK | COLONIAL. | Commanded —— <i>Has, Have, ing.</i> |
| DML | COLONY, ies. | TAKE, S COMMAND OF. |
| DMM | COLOR, s, of (Hue). | Taking command of —— <i>Am, Is, Are.</i> |
| DMN | Colored. | Taken, Took, command of —— <i>Has, Have, ing.</i> |
| DMO | COLORS (National). | UNDER COMMAND (Manageable). |
| DMP | Vessels on entering should show their colors. | Not under command. |
| DMQ | Vessels on leaving should show their colors. | Not under command lights----- <i>IOH</i> |
| | | Not under command signals----- <i>NLP</i> |
| | | My vessel is NOT under command--- <i>LZ</i> |
| | | Vessel, s NOT under command. |
| DNV | COMMANDER, s (Naval Rank). | COMMANDER IN CHIEF. |
| DNW | | COMMANDER IN CHIEF (Afloat). |
| | | COMMANDER IN CHIEF (Ashore). |
| DNX | COMMENCE, s, to. | COMMENCE, s, to. |
| | | Commencing, to —— <i>Am, Is, Are.</i> |
| DOA | | When did he, she, it, commence, to? |

| | | | |
|-----|---|-----|---|
| DOB | When do you commence, <i>to?</i> | DPP | Will you kindly make every endeavor to communicate the following? |
| DOC | When does he, she, it, commence, <i>to?</i> | DPQ | Communicated —— <i>Has, Have, ing.</i> |
| DOD | Commenced, <i>to</i> —— <i>Has, Have, ing.</i> | DPR | Shall, Will, communicate. |
| DOE | COMMENCE, <i>s</i> AT. | DPS | COMMUNICATION. |
| | Commencing at —— <i>Am, Is, Are.</i> | DPT | COMMUNICATION, <i>with</i> (Connection or Contact). |
| DOF | Commenced at —— <i>Has, Have, ing.</i> | DPU | Communication by cable, <i>with</i> . |
| DOG | Shall, Will, commence at. | DPV | Communication by land telegraph, <i>with</i> . |
| DOH | COMMENCE, <i>s</i> BY, <i>WITH</i> . | DPW | Communication by visual signaling, <i>with</i> . |
| | Commencing by, with —— <i>Am, Is, Are.</i> | DPX | Communication with the shore. |
| DOI | Commenced by, with —— <i>Has, Have, ing.</i> | DPY | In communication with. |
| DOJ | Shall, Will, commence by, with. | DPZ | I am in communication with. |
| DOK | COMMENCE, <i>s</i> ON (Date). | DQA | I wish to have personal communication with you ----- <i>JG</i> |
| | Commencing on —— <i>Am, Is, Are.</i> | DQB | Out of communication, <i>with</i> . |
| DOL | Commenced on —— <i>Has, Have, ing.</i> | DQC | Postal communication, <i>with</i> . |
| DOM | Shall, Will, commence on. | DQD | Have you had any communication with the shore? |
| DON | JUST COMMENCED, <i>to</i> —— <i>Has, Have, ing.</i> | DQE | Is there any air communication with place indicated? |
| DOO | COMMENCEMENT , <i>of</i> . | DQD | COMMUNICATION, <i>s</i> (Letters, Messages, etc.) |
| DOP | After commencement, <i>of</i> . | DQE | The Following communication, <i>s.</i> |
| DOQ | Before commencement, <i>of</i> . | DQF | COMMUNICATIONS , Ministry of <i>JJK</i> |
| DOR | Since the commencement, <i>of</i> . | DQG | COMPANION , <i>s.</i> |
| DOS | COMMERCE. | DQH | COMPANY , <i>ies</i> (Corporation). |
| DOT | COMMERCIAL , <i>ly.</i> | DQI | And Company (& Co.). |
| | COMMISSION. | DQJ | Insurance company, <i>ies</i> . |
| DOU | COMMISSION, <i>s</i> (Committee or Board). | DQK | Railway company, <i>ies</i> . |
| DOV | COMMISSION, <i>s</i> (Errand, <i>s</i>). | DQL | Salvage company, <i>ies</i> ----- <i>RBZ</i> |
| DOW | COMMISSION, <i>s</i> (Period of ship's service). | DQM | Ship's company. |
| DOX | COMMISSION, <i>s</i> (Put a ship into service). | DQN | Shipping company, <i>ies</i> . |
| | Commissioning —— <i>Am, Is, Are.</i> | DQO | Whaling company, <i>ies</i> . |
| DOY | Commissioned —— <i>Has, Have, ing.</i> | DQP | IN COMPANY, <i>with</i> . |
| DOZ | COMMODITY , <i>ies</i> . | DQO | COMPARATIVE , <i>ly.</i> |
| DPA | COMMODORE , <i>s</i> . | DQP | COMPARISON , <i>s</i> |
| DPB | COMMON , <i>ly.</i> | DQF | Barometer comparison ----- <i>BTU</i> |
| | COMMUNICATE. | DQG | Comparison of chronometer, <i>s</i> ----- <i>DFG</i> |
| DPC | { COMMUNICATE, <i>s</i> , <i>with</i> (Connect or have contact). | DQH | I wish to get a rate for my chronometer. |
| | Communicating, <i>with</i> —— <i>Am, Is, Are.</i> | DQI | Will you give me a comparison? ----- <i>DFJ</i> |
| | You should NOT communicate with the shore, or vessel indicated ----- <i>JH</i> | DQJ | Will you give me another chronometer comparison? ----- <i>DFR</i> |
| DPD | Communicated, <i>with</i> —— <i>Has, Have, ing.</i> | DQK | COMPARTMENT , <i>s.</i> |
| DPE | Shall, Will, communicate, <i>with</i> . | DQE | Double-bottom compartment, <i>s.</i> |
| DPF | COMMUNICATE, <i>s</i> (By letter, message, etc.). | DQS | Water-tight compartment, <i>s.</i> |
| | Communicating —— <i>Am, Is, Are.</i> | DQT | In several compartments. |
| | I CAN NOT stop to communicate with you ----- <i>WX</i> | DQU | In the indicated compartment, <i>s.</i> |
| DPG | I have something to communicate. | DQV | COMPASS , <i>es.</i> |
| DPH | I, or person, <i>s</i> indicated, will communicate information by radio, <i>at time indicated</i> . | DQW | Spare compass, <i>es.</i> |
| | | DQX | Standard compass, <i>es.</i> |
| DPI | I wish to communicate with. | DQY | Steering compass, <i>es.</i> |
| DPJ | NOTHING to communicate. | DQZ | GYROCOMPASS , <i>es.</i> |
| DPK | Please communicate. | DRA | Repeater gyrocompass, <i>es.</i> |
| DPL | You can communicate with place indicated and get a reply in time indicated. | DRB | My gyrocompass has broken down. |
| DPM | You should communicate the following to person, <i>s</i> indicated. | DRC | COMPEL , <i>s.</i> |
| | Can you communicate with the airplane? ----- <i>CL</i> | DRD | Compelling —— <i>Am, Is, Are.</i> |
| | Can you communicate with the airship? ----- <i>CM</i> | DRE | Compelled, <i>to</i> —— <i>Has, Have, ing.</i> |
| DPN | Will you kindly communicate the following at our expense? | DRF | COMPENSATE , <i>s.</i> |
| DPO | Will you kindly communicate the following to. | DRG | Compensating —— <i>Am, Is, Are.</i> |
| | | DRH | Compensated —— <i>Has, Have, ing.</i> |
| | | | COMPENSATION , <i>s.</i> |
| | | | Compensation for. |

| | | | |
|------------|---|---------------------|--|
| DRI | Compensation for damages. | DTF | CONDENSE , s. |
| DRJ | Compensation for loss, es. | DTG | Condensing —— <i>Am, Is, Are.</i> |
| DRK | COMPETENT , <i>for, to.</i> | DTH | Condensed —— <i>Has, Have, ing.</i> |
| DRL | Competent authority, <i>at.</i> | DTI | CONDENSEE , s (Steam). |
| DRM | COMPLAIN , s, <i>of.</i> | DTJ | Auxiliary condenser, s. |
| | Complaining, <i>of</i> —— <i>Am, Is, Are.</i> | DTK | Main condenser, s. |
| DRN | COMPLAINT , s. | DTL | Condenser defect, s ——— <i>EPH</i> |
| DRO | COMPLEMENT , s. | DTM | Condenser is leaking. |
| | COMPLETE . | DTN | CONDITION , s, <i>of.</i> |
| DRP | <i>A COMPLETE</i> (Entire). | DTO | Atmospheric conditions. |
| DRQ | COMPLETE , s (Finish). | DTP | Climatic conditions. |
| | Completing —— <i>Am, Is, Are.</i> | DTQ | Harbor conditions, <i>at.</i> |
| DRR | After completing. | DTT | Ice conditions, <i>at, in.</i> |
| DRS | When complete, d. | DTU | Local conditions. |
| DRT | Completed —— <i>Has, Have, ing.</i> | DTV | Weather conditions. |
| DRU | Shall, Will, complete. | DTS | Condition, s in. |
| DRV | COMPLETE (Full up). | DTT | Conditions under which. |
| DRW | COMPLETE , s <i>to</i> (Fill up to). | DTU | In a condition, <i>to.</i> |
| | Completing to —— <i>Am, Is, Are.</i> | DTV | In bad condition. |
| DRX | Completed to —— <i>Has, Have, ing.</i> | DTW | In good condition. |
| DRY | COMPLETE , s <i>WITH.</i> | DTX | On the condition, <i>that.</i> |
| | Completing with —— <i>Am, Is, Are.</i> | DTY | On what conditions ——— <i>REQ</i> |
| DRZ | After completing with. | | Under existing atmospheric conditions. |
| DSA | Completed with —— <i>Has, Have, ing.</i> | DTZ | Under the existing conditions. |
| DSB | COMPLETELY . | DUA | Unfavorable conditions, <i>for, to.</i> |
| DSC | COMPLETION , <i>of.</i> | DUB | Please telegraph weather conditions. |
| DSD | On completion, <i>of.</i> | DUC | What is the condition, <i>of.</i> |
| | In COMPLIANCE with ——— <i>RAV</i> | DUD | CONDOR , es. |
| DSE | COMPLICATE , s. | DUE | CONDUCT , <i>of</i> (Behavior). |
| | Complicating —— <i>Am, Is, Are.</i> | DUF | CONE (Signal). |
| DSF | Complicated —— <i>Has, Have, ing.</i> | DUG | CONFIDENTIAL , ly. |
| DSG | COMPLICATION , s. | DUH | CONFINEMENT . |
| DSH | COMPLIMENT , s (Commend). | | Place, s in confinement. |
| | Complimenting —— <i>Am, Is, Are.</i> | DUI | Placing in confinement —— <i>Am, Is, Are.</i> |
| DSI | Complimented —— <i>Has, Have, ing.</i> | DUJ | Placed in confinement —— <i>Has, Have, ing.</i> |
| | COMPLIMENTS . | CONFIRM , s. | |
| DSJ | Person, s indicated present, s his, their compliments, <i>to.</i> | | Confirming —— <i>Am, Is, Are.</i> |
| DSK | COMPLY , ies, <i>with.</i> | DUK | Can you confirm, <i>that?</i> |
| | Complying, <i>with</i> —— <i>Am, Is, Are.</i> | DUL | Confirmed —— <i>Has, Have, ing.</i> |
| DSL | Complied, <i>with</i> —— <i>Has, Have, ing.</i> | DUM | CONFIRMATION , s. |
| DSM | COMPOSED , <i>of.</i> | DUN | In confirmation, <i>of.</i> |
| DSN | COMPOSITION , s, <i>of.</i> | DUO | Please send confirmation, <i>of.</i> |
| DSO | Anticorrosive composition. | DUP | CONFISCATE , s. |
| DSP | Antifouling composition. | | Confiscating —— <i>Am, Is, Are.</i> |
| | COMPRESSOR . | DUQ | Confiscated —— <i>Has, Have, ing.</i> |
| DSQ | Air Compressor, s. | DUR | CONFUSE , s. |
| DSR | COMPULSORY . | | Confusing —— <i>Am, Is, Are.</i> |
| DSS | CONCEAL , s. | DUS | Confused —— <i>Has, Have, ing.</i> |
| | Concealing —— <i>Am, Is, Are.</i> | DUT | Confused with. |
| DST | Concealed —— <i>Has, Have, ing.</i> | DUU | CONFUSION . |
| DSU | Concealed from. | DUV | CONGESTED —— <i>Is, Are.</i> |
| DSV | Concealed in. | DUW | CONGESTION . |
| DSW | CONCEALMENT . | DUX | CONGRATULATE , s. |
| DSX | CONCERNING (Regarding). | | Congratulating —— <i>Am, Is, Are.</i> |
| DSY | CONCRETE (Cement, etc.). | DUY | Congratulated —— <i>Has, Have, ing.</i> |
| DSZ | CONCUSSION . | DUZ | CONGRATULATION , s. |
| DTA | CONDEMN , s. | DVA | CONNECT , s, <i>up.</i> |
| | Condemning —— <i>Am, Is, Are.</i> | | Connecting, <i>up</i> —— <i>Am, Is, Are.</i> |
| DTB | Condemned —— <i>Has, Have, ing.</i> | DVB | I can not connect to-night, I will try after daylight. |
| DTC | Condemned as. | | |
| DTD | Condemned by. | DVC | You should connect hawser to number indicated fathoms wire or chain cable. |
| DTE | Condemned to. | | |

| | | | |
|-----|--|-----|--|
| DVD | You should connect hawser to, number indicated meters wire or chain cable. | DWV | Consulted, <i>with</i> — Has, Have, <i>ing</i> . |
| DVE | You should try and connect by empty oil cans attached to small line. | DWW | CONSULTATION , <i>s, with</i> . |
| DVF | You should try and connect by towing oil cans on small lines around me. | DWX | CONSUME , <i>s</i> . |
| DVG | Connected, <i>up</i> — Has, Have, <i>ing</i> . | DWY | Consuming — Am, Is, Are. |
| DVH | Connected with — Has, Have, <i>ing</i> . | DWZ | Consumed — Has, Have, <i>ing</i> . |
| DVI | CONNECTION , <i>s</i> . | DXA | CONSUMPTION , <i>of</i> . |
| | Connection, <i>s by rail</i> — RER | DXB | Daily consumption, <i>of</i> . |
| DVJ | In connection with. | DXC | Fuel consumption. |
| DVK | Radio connection, <i>with</i> . | | Rate, <i>s of consumption</i> — LXC |
| DVL | Railway connection, <i>s</i> — RER | | CONTACT , <i>s, with</i> . |
| DVM | Telephone connection, <i>with</i> . | | You should NOT have contact with vessel or place indicated on account of sickness — UP |
| | CONSENT , <i>s, to</i> . | | Have you had any contact with infected vessels or places? — TW |
| | Consenting, <i>to</i> — Am, Is, Are. | DXD | CONTAGIOUS . |
| | By common consent — RBE | | A good many slight cases — CYL |
| DVN | With the consent of. | | I have, or vessel indicated has, a contagious or infectious disease on board — EZQ |
| DVO | Without the consent, <i>of</i> . | | The sickness is contagious or infectious — UN |
| DVP | Consented, <i>to</i> — Has, Have, <i>ing</i> . | | The sickness is NOT contagious or infectious — UO |
| DVQ | CONSEQUENCE , <i>s</i> . | | There is a contagious disease at place indicated — EZR |
| DVR | [In consequence of. | | Is the sickness contagious or infectious? — UQ |
| | [Consequent on. | DXE | CONTAIN , <i>s</i> . |
| DVS | CONSIDER , <i>s, that</i> . | | Containing — Is, Are. |
| | Considering, <i>that</i> — Am, Is, Are. | DXF | Contained — Has, Have, <i>ing</i> . |
| DVT | I, We, do not consider, <i>that</i> . | DXG | Contained by. |
| DVU | Do you consider, <i>that</i> ? | DXH | Contained in. |
| DVV | When do you consider, think, <i>that</i> ? | DXI | CONTENT , <i>ed</i> . |
| DVW | Considered, <i>that</i> — Has, Have, <i>ing</i> . | DXJ | CONTENTS . |
| DVX | It is considered, <i>that</i> . | DXK | Contents damaged. |
| DVY | CONSIDER , <i>s rr</i> . | DXL | Contents missing. |
| | Considering it — Am, Is, Are. | DXM | CONTEXT . |
| DVZ | I do not consider it likely, <i>that</i> . | DXN | CONTINENT , <i>s</i> . |
| DWA | Considered it — Has, Have, <i>ing</i> . | DXO | CONTINUATION , <i>of</i> . |
| DWB | CONSIDERABLE , <i>y</i> . | DXP | In continuation, <i>of</i> . |
| DWC | CONSIDERATION , <i>s</i> . | DXQ | In continuation of my letter. |
| DWD | Due consideration, <i>of</i> . | DXR | CONTINUE , <i>s, to</i> . |
| DWE | Under consideration. | | Continuing, <i>to</i> — Am, Is, Are. |
| DWF | CONSIGN , <i>s</i> . | DXS | It is not safe to continue the voyage with crew as at present. |
| | Consigning — Am, Is, Are. | | You should continue on your present course — JS |
| DWG | Consigned — Has, Have, <i>ing</i> . | DXT | You, or vessel indicated, should continue your voyage. |
| DWH | CONSIGNEE , <i>s</i> . | DXU | Continued, <i>to</i> — Has, Have, <i>ing</i> . |
| DWI | CONSIGNMENT , <i>s, of</i> . | DXV | Shall, Will, continue, <i>to</i> . |
| DWJ | CONSIGNOR , <i>s</i> . | DXW | CONTINUOUS , <i>ly</i> . |
| DWK | CONSIST , <i>s, of</i> . | DXX | Continuous watch (Radio). |
| | Consisting, <i>of</i> — Is, Are. | DXY | CONTRABAND (Prohibited articles). |
| DWL | Consisted, <i>of</i> . | DXZ | Contraband of war. |
| DWM | CONSPICUOUS , <i>ly</i> . | DYA | CONTRACT , <i>s</i> (Agreement). |
| DWN | CONSTANT , <i>ly</i> . | DYB | By contract. |
| | CONSTRICKTION . | DYC | Towage contract, <i>s</i> . |
| DWO | Constriction of penis by foreskin. | DYD | CONTRACT , <i>s</i> (Undertake). |
| DWP | CONSTRUCT , <i>s</i> . | | Contracting — Am, Is, Are. |
| | Constructing — Am, Is, Are. | DYE | Contracted — Has, Have, <i>ing</i> . |
| DWQ | Constructed, <i>of</i> — Has, Have, <i>ing</i> . | DYF | CONTRACT , <i>s FOR, TO</i> . |
| DWR | CONSUL , <i>s, ar, at</i> . | | Contracting for, <i>to</i> — Am, Is, Are. |
| DWS | Consul, <i>s General, at</i> . | | Contracted for, <i>to</i> — Has, Have, <i>ing</i> . |
| DWT | CONSULATE , <i>s, at</i> . | DYG | |
| DWU | CONSULT , <i>s, with</i> . | | |
| | Consulting, <i>with</i> — Am, Is, Are. | | |
| | I must consult owners — KLS | | |
| | You should consult agents, <i>at place indicated</i> — AQR | | |
| | You should consult owners — KMJ | | |

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|------------|---|------------|--|
| DYH | CONTRACT, <i>s</i> WITH. Contracting with —— <i>Am, Is, Are.</i> | EAJ | CORROBORATION. |
| DYI | Contracted with —— <i>Has, Have, ing.</i> | EAK | CORROSION, <i>of</i>. |
| DYJ | CONTRACTOR, <i>s</i>. | EAL | COST, <i>s</i>. |
| DYK | CONTRADICTORY. | EAM | Costing —— <i>Is, Are.</i> |
| | CONTRARY, <i>to</i>. ----- <i>RES</i> | EAN | Approximate cost, <i>of</i> . |
| DYL | To the contrary. | EAO | Cost of. |
| DYM | CONTROL, <i>s</i>. | EAP | Costs of repairs. |
| | Controlling —— <i>Am, Is, Are.</i> | EAQ | Cost per. |
| DYN | Control of, over. | EAR | Total cost, <i>of</i> . |
| DYO | Placed under the control, <i>of</i> . | EAS | What do the costs of repairs amount to? |
| DYP | Under control. | EAT | What is the cost, <i>of?</i> |
| DYQ | <i>Am, Is, Are, NOT</i> under control. | EAU | What will be the cost, <i>of?</i> |
| DYR | Was, Where, <i>NOT</i> under control. | EAV | Cost —— <i>Has, Have, ing.</i> |
| DYS | Controlled —— <i>Has, Have, ing.</i> | EAW | COSTA RICAN, <i>s</i>. |
| DYT | CONTUSED. | EAX | COTTON. |
| DYU | CONTUSION, <i>s</i>. | | COUGH, <i>s</i>. |
| DYV | CONVALESCENT, <i>s</i>. | | Coughing —— <i>Is, Are.</i> |
| DYW | CONVENIENCE, <i>of</i>. | EAY | COULD (Able to) ----- <i>RAU</i> |
| | { At (—) convenience. At convenience of. | EAT | COUNT. |
| DYX | | EAY | Count, <i>s</i> (Reckon). |
| DYY | CONVENIENT, <i>ly</i>. | | Counting —— <i>Am, Is, Are.</i> |
| DYZ | As convenient. | EAZ | Counted —— <i>Has, Have, ing.</i> |
| DZA | Convenient for, to. | EBA | Count, <i>s</i> as. |
| DZB | If convenient, <i>for, to</i> . | | Counting as —— <i>Am, Is, Are.</i> |
| DZC | It would be convenient, <i>for, if, to</i> . | EBB | Counted as —— <i>Has, Have, ing.</i> |
| DZD | Would it be convenient, <i>for, if, to</i> . | | COUNTER. |
| DZE | CONVERSION, <i>s</i>. | EBC | Counter, <i>s</i> (Indicator). |
| DZF | CONVEYANCE, <i>of, to</i> (Transportation). | EBD | Counter, <i>s</i> (Ships). |
| | For conveyance to ----- <i>RET</i> | EBE | COUNTERMAND, <i>s</i>. |
| DZG | CONVOY, <i>s</i>. | | Countermanding —— <i>Am, Is, Are.</i> |
| | Convoying —— <i>Am, Is, Are.</i> | EBF | COUNTRY, <i>ies</i>. |
| DZH | Convoyed —— <i>Has, Have, ing.</i> | | COUPLE. |
| DZI | CONVULSE, <i>ed, ion</i>. | EBG | Couple, <i>s</i> <i>of</i> (Two). |
| DZJ | COOK, <i>s</i>. | EBH | Couple, <i>s</i> (Connect). |
| DZK | Cook's mate, <i>s</i> . | | Coupling —— <i>Am, Is, Are.</i> |
| DZL | COOLER, <i>s</i> (Machinery). | EBI | Coupled —— <i>Has, Have, ing.</i> |
| DZM | COOLIE, <i>s</i>. | EBJ | COUPLING, <i>s</i> (Connection, <i>s</i>). |
| DZN | COOPERATE, <i>s, with</i>. | EBK | COURIER, <i>s</i>. |
| | Cooperating with —— <i>Am, Is, Are.</i> | EBL | COURSE, <i>s, of</i> (Ships, Aircraft, etc.). |
| DZO | Cooperated, <i>with</i> —— <i>Has, Have, ing.</i> | EBM | Alteration, <i>s</i> of course. |
| DZP | COOPERATION, <i>with</i>. | EBN | Compass course, <i>s</i> . |
| DZQ | In cooperation with. | EBO | Magnetic course, <i>s</i> . |
| DZB | COPPER. | EKP | Opposite course, <i>s</i> . |
| DZS | COPRA. | EBQ | Parallel course, <i>s</i> . |
| DZT | CORAL. | EBR | Present course. |
| DZU | CORDAGE. | EBS | True course, <i>s</i> . |
| DZV | CORDOBA, <i>s</i>. | EBT | Zigzag course, <i>s</i> . |
| DZW | CORK. | | By course and distance ----- <i>REU</i> |
| DZX | CORPSE, <i>s</i>. | EBU | Course and distance. |
| DZY | CORRECT, <i>s</i>. | EBV | Course and speed, <i>of</i> . |
| | Correcting —— <i>Am, Is, Are.</i> | EBW | Course to be followed. |
| DZZ | All correct. | EBX | My present course is. |
| EAA | Is it, this, correct, <i>that?</i> | EBY | On opposite course, <i>s</i> . |
| EAB | Corrected —— <i>Has, Have, ing.</i> | EBZ | On parallel course, <i>s</i> . |
| EAC | CORRECTION, <i>s, to</i>. | | Position, course and speed, <i>of</i> ----- <i>LFA</i> |
| EAD | CORRECTLY. | | You should continue on your present |
| EAE | CORRESPOND, <i>s, with</i>. | | course ----- <i>JS</i> |
| | Corresponding with —— <i>Am, Is, Are.</i> | | You should not stand too far on your |
| EAF | Corresponded, <i>with</i> —— <i>Has, Have, ing.</i> | | present course ----- <i>NYM</i> |
| EAG | CORRESPONDENCE. | | You should indicate course to make the |
| EAH | In correspondence, <i>with</i> . | | land or place indicated ----- <i>JU</i> |
| EAI | CORRESPONDENT, <i>s</i>. | | You should shape course for. |

| | | | |
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| | How long may we stand on our present course?----- <i>NYO</i> | | Cracking —— <i>Am, Is, Are.</i> Cracked —— <i>Has, Have, ing.</i> |
| ECB | Is the course indicated if necessary, I am steering the correct one? | | CRAFT. |
| ECC | What are the course and distance, to place indicated? | | Fishing craft ----- <i>RDH</i> |
| ECD | What course. | | Motor-fishing craft. |
| ECE | What course are you steering? | | River craft. |
| ECF | What course were you steering? | | Small craft. |
| ECG | What course will you steer? | | CRANE, s. |
| ECH | What course should I steer to make? | | Floating crane, s. |
| | What course should I steer to make nearest land?----- <i>WU</i> | | Heavy-weight crane, s. |
| ECI | What is your true course? | | CRASH, es (Of aircraft). |
| ECJ | ALTER, s COURSE, <i>at, to.</i> | | Crashed —— <i>Has, Have, ing.</i> |
| | Altering course, <i>at, to</i> —— <i>Am, Is, Are</i> | | CREDENTIAL, s. |
| | I am about to alter course----- <i>JL</i> | | CREDIT. |
| | I am altering course, <i>at, to</i> ----- <i>JM</i> | | CREDIT, s (Commercial). |
| | I am altering my course to port.----- <i>I</i> | | CREDIT, s (Place to credit of). |
| | I am altering my course to starboard.----- <i>E</i> | | Crediting —— <i>Am, Is, Are.</i> |
| ECK | I have, or vessel indicated has, altered course. | | Credited —— <i>Has, Have, ing.</i> |
| ECL | I shall NOT alter course. | | CREW, s. |
| | I will show a light to-night when I alter course. Nature of light to be indicated----- <i>QI</i> | | Full crew. |
| ECM | When you alter course to-night show a light Nature of light to be indicated. | | Lascar crew. |
| | You should alter course, <i>at, to</i> ----- <i>JN</i> | | Prize crew, s. |
| | You should alter course to port.----- <i>JQ</i> | | Relief crew, s. |
| | You should alter course to starboard.----- <i>JR</i> | | All the crew not yet on board. |
| | You should alter course number indicated degrees to port.----- <i>JO</i> | | Crew are all on board. |
| | You should alter course number indicated degrees to starboard.----- <i>JP</i> | | Crew are discontented and will not work. |
| | You should NOT alter course until. | | Crew are healthy. |
| | When do you intend to alter course or tack? | | Crew are on strike. |
| ECP | Altered course, <i>at, to</i> —— <i>Has, Have, ing.</i> | | Crew are sick. |
| ECQ | RESUME, s, COURSE. | | Crew can work cargo. |
| | Resuming course —— <i>Am, Is, Are.</i> | | Crew CAN NOT work cargo. |
| ECR | Resumed course —— <i>Has, Have, ing.</i> | | Crew demand to see the Consul or Shipping Master. |
| ECS | IN THE COURSE OF (During). | | Crew have appealed to the authorities. |
| | In due course.----- <i>REV</i> | | Crew have been landed. |
| | COURT. | | Crew have been picked up. |
| | Admiralty Court.----- <i>REW</i> | | Crew have been saved. |
| | Consular Court, s.----- <i>REX</i> | | Crew have deserted. |
| | Maritime Court.----- <i>REW</i> | | Crew have mutinied.----- <i>RY</i> |
| | Naval Court, s.----- <i>REX</i> | | Crew refuse to go on board. |
| ECT | Prize Court, s. | | Crew refuse to leave the vessel. |
| | COVER. | | I have a shipwrecked crew number indicated on board. Can I transfer them to you? |
| | COVER, s, of (Covering, Wrapper, etc.). | | I wish some people taken off. Skeleton crew, or persons indicated, will remain on board.----- <i>ORA</i> |
| ECU | Hatch cover, s. | | My crew consists of number indicated men, and I have NO passengers on board. |
| ECV | Under cover, of. | | My crew consists of number indicated men and I have number indicated passengers. |
| ECW | Cover, s, up, over (Put covering on over). | | My crew is number indicated short. |
| ECK | Covering, up, over —— <i>Am, Is, Are.</i> | | No crew. |
| ECY | Covered, up, over —— <i>Has, Have, ing.</i> | | Number indicated of crew have deserted at place indicated. |
| ECZ | COVER, s (Insurance). | | Number indicated of the crew have died, of. |
| | Covering —— <i>Am, Is, Are.</i> | | Number indicated of the crew have left the vessel. |
| EDA | Covered —— <i>Has, Have, ing.</i> | | Total number in crew is number indicated. |
| EDB | COXSWAIN, s. | | Without crew.----- <i>EEQ</i> |
| EDC | CRACK, s. | | You should send crew, <i>on board</i> or <i>to place indicated.</i> |

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| EEW | You should take off crew..... | OQW | EGS | Is there much current? |
| EEX | You should take off passengers and crew | | EGT | What is the set and drift of the current, or tide? |
| EEY | ..... | OQX | EGU | CUSTODY, of. |
| EEZ | Are all your crew on board? | | | In the custody of (In charge of) ... REK |
| EFA | Can crew work cargo? | | | CUSTOM. |
| EEB | Can I obtain crew, of? | | EGV | Custom of the port. |
| EEC | Can you take off crew?..... | OQY | EGW | CUSTOMARY. |
| EEF | Have you any news of the crew?.... | JTC | EGX | CUSTOMER, s. |
| EEG | How many crew have you on board? | | EGY | CUSTOMS (Excise). |
| EEH | What has become of the crew? | | EGZ | Customs CAN NOT board you. |
| EEI | What is the number of the crew? | | EHA | Customs have NOT yet boarded me. |
| EEJ | What is the total number of crew on board? | | EHB | Customs officer, s, at RKM |
| EEK | ..... |  | EHC | Customs officer, s, is, are, on the way out to you. |
| EEF | CRIME, s. | | EHD | I require customs officer. |
| EEG | CRIMINAL, s. | | EHE | You should wait till customs board you. |
| EEH | CRITICAL. | | EHF | Have customs boarded you? |
| EEI | CROATIAN, s. | | | CUSTOMS HOUSE, at. |
| EEJ | CROSS. | | | Cleared at the Customs House — Has, Have, ing DHR |
| EEK | CROSS, es (Mark or Object). | | | I have entered at the Customs House. FQA |
| EEF | CROSS, es, over (Go or Come across). | | | When entering at the Customs House. FPY |
| EEG | ..... |  |  | Have you cleared the Customs House? |
| EEH | Crossing, over — <i>Am, Is, Are.</i> | | | DHT |
| EEI | Crossed, over — <i>Has, Have, ing.</i> | | | Is your vessel entered at the Customs House?..... FQB |
| EEJ | Shall, Will, cross, over. | | | CUT. |
| EEK | CROSS, es (Intersect). | | EHG | CUT, s (Gash, Sever). |
| EEF | ..... |  |  | Cutting — <i>Am, Is, Are.</i> |
| EEG | CROWD, s. | | EHH | Cut — <i>Has, Have, ing.</i> |
| EEH | Crowding — <i>Am, Is, Are.</i> | | | CUT ACROSS — use — Pass across. |
| EEI | Crowded — <i>Has, Have, ing.</i> | | EHI | CUT, s AWAY. |
| EEJ | CROUISE, s. | | | Cutting away — <i>Am, Is, Are.</i> |
| EEK | Cruising — <i>Am, Is, Are.</i> | | EHJ | Cut away — <i>Has, Have, ing.</i> |
| EEF | Cruised — <i>Has, Have, ing.</i> | | EHK | CUTTER, s (Boat). |
| EEG | Shall, Will, cruise. | | EHL | Revenue Cutter, s. |
| EEH | CRUISER, s. | | EHM | CWT. (112 pounds)..... HIV |
| EEI | Armed Merchant Cruiser, s. | | EHN | CYANOSIS. |
| EEJ | Battle Cruiser, s. | | EHO | CYCLONE, s, ic. |
| EEK | CUBAN, s. | | EHP | Center of cyclone, hurricane, typhoon. |
| EEF | CUBIC. | | EHQ | Tail of a cyclone, hurricane, typhoon. |
| EEG | CURRENT. | | | Cyclone, Hurricane, Typhoon is approach- ing from direction indicated. |
| EEH | CURRENT (Electric). | | EHS | Cyclone, Hurricane, Typhoon, is approach- ing. You should put to sea at once. GY |
| EEI | CURRENT, s (Sea, Air, etc.). | | EHT | Cyclone, Hurricane, Typhoon is centered over. |
| EEJ | Cold current, s. | | EHU | Cyclone, Hurricane, Typhoon is deepening. |
| EEK | Cross current, s. | | EHV | Cyclone, Hurricane, Typhoon is developing. |
| EEF | Off-shore current. | | EHW | Cyclone, Hurricane, Typhoon is filling up. |
| EEG | On-shore current. | | | Cyclone, Hurricane, Typhoon is moving. |
| EEH | Strong current, s. | | EHS | You are steering toward the center of the cyclone, hurricane, typhoon. |
| EEI | Strong favorable current, s. | | EHT | You should prepare for a cyclone, hurri- cane, typhoon..... IK |
| EEJ | Strong head current. | | EHU | ..... |
| EEK | Warm current. | | EHV | ..... |
| EEF | Against the current. | | EHW | ..... |
| EEG | With the current. |  |  | ..... |
| EEH | Current is very uncertain. |  |  | ..... |
| EEI | Current runs number indicated knots. |  |  | ..... |
| EEJ | Current, or tide, sets off shore. |  |  | ..... |
| EEK | Current, or tide, sets on shore. |  |  | ..... |
| EEF | Current, or tide, sets to the. |  |  | ..... |
| EEG | Current, or tide, will run very strong. |  |  | ..... |
| EEH | I CAN NOT stem the current, or tide. |  |  | ..... |
| EEI | I have experienced exceptional current. |  |  | ..... |
| EEJ | There is less current inshore, or in di- rection indicated. |  |  | ..... |
| EEK | You should keep out of the current, or tide..... IF |  |  | ..... |
| EEF | Has there been any change in direction or strength of the current? |  |  | ..... |
| | | | EHY | How must I steer to avoid the center of the cyclone, hurricane, typhoon? |
| | | | EHZ | CYLINDER, s. |
| | | | EIA | CZECHOSLOVAKIAN, s. |

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|-----|---|--------------------------------|--|
| EIB | D. | EJY | How long will it take you or vessel indicated to repair damage? |
| EIC | DAILY. | EJZ | What damage have you sustained? |
| EID | DALMATIAN, s. | EKA | What is the extent of the damage? |
| EIE | DAMAGE, s. | EKB | Where can the damage be repaired? |
| | Damaging — <i>Am, Is, Are.</i> | EKC | Damaged — <i>Has, Have, ing.</i> |
| EIF | Considerable damage, <i>to, in.</i> | EKD | Badly damaged. |
| EIG | Damage above water. | EKE | Damaged by acid. |
| EIH | Damage below water. | EKF | Not damaged. |
| EII | Damage by fire. | EKG | Seriously damaged. |
| EIJ | Damage by heat. | | My vessel is seriously damaged. I wish to transfer passengers..... <i>KB</i> |
| EIK | Damage by heavy weather. | | My vessel is very seriously damaged..... <i>KA</i> |
| EIL | Damage by smoke. | | Is your vessel, or vessel indicated, seriously damaged?..... <i>KE</i> |
| EIM | Damage, s by storm. | EKH | Are you damaged? |
| EIN | Damage by water. | DAMP, ness, of..... <i>REY</i> | |
| EIO | Damage can be repaired. | EKI | DANE, s, ish. |
| EIP | Damage can be repaired at sea. | EKJ | DANGER, s. |
| EIQ | Damage can be repaired at sea with assistance. | EKK | Danger to navigation. |
| EIR | Damage CAN NOT be repaired. | EKL | In danger, <i>of.</i> |
| | Damage CAN NOT be repaired at sea, or place indicated..... <i>JX</i> | EKM | In great danger, <i>of.</i> |
| | Damage, or defects, CAN NOT be repaired without assistance..... <i>JY</i> | EKN | In no danger, <i>of.</i> |
| EIS | Damage caused by. | EKO | No danger, <i>of.</i> |
| EIT | Damage has not been ascertained. | EKP | Out of danger. |
| EIU | Damage in collision, <i>with.</i> | | There is danger from mines in this area, or area indicated..... <i>RO</i> |
| EIV | Damage is repaired. | EKQ | There is no danger, <i>from, of.</i> |
| EIW | Damage is serious. | | Vessel indicated is standing into danger..... <i>HV</i> |
| EIX | Damage is slight. | | You are clear of all danger..... <i>HW</i> |
| EIY | Damage to. | EKR | You are in danger, <i>from, of.</i> |
| EIZ | Damage to boiler, s. | | You are standing into danger..... <i>U or JD</i> |
| EJA | Damage to bottom. | | Are you in danger, <i>from, of.</i> <i>IT</i> |
| EJB | Damage to double bottom underneath boilers. | EKS | Have you gotten out of danger? |
| EJC | Damage to cargo. | EKT | Is there any danger, <i>from, of.</i> |
| EJD | Damage to engine, s. | | Is there any danger from mines?..... <i>RQ</i> |
| EJE | Damage to hull. | EKU | DANGEROUS, ly. |
| EJF | Damage to propellor, s. | EKV | Dangerous to life. |
| EJG | Damage to propellor shaft, s. | EKW | Dangerous to navigation. |
| EJH | Damage to radio. | EKK | Dangerous to shipping. |
| EJI | Damage to rudder. | EKY | It is dangerous to attempt the fairway. I am awaiting instructions. |
| EJJ | Damage to steering gear. | | It is dangerous to come into less than number indicated feet of water..... <i>HJ</i> |
| EJK | Damage to vessel. | | It is dangerous to come into less than number indicated meters of water..... <i>HK</i> |
| EJL | Damage to windlass. | | It is dangerous to proceed without a pilot..... <i>SM</i> |
| EJM | Extent of damage, <i>to, in.</i> | | Navigation is dangerous owing to..... <i>HM</i> |
| EJN | Extent of damage not known. | | You are in a dangerous position..... <i>HX</i> |
| | I have received serious damage in collision..... <i>JX</i> | | You should beware of derelict dangerous to navigation in position indicated..... <i>HY</i> |
| EJO | I have NOT received damage in collision. | EKZ | DARK, ness. |
| EJP | Irreparable damage. | ELA | At dark. |
| EJQ | Much damage has been done. | ELB | Before dark. |
| EJR | No damage. | ELC | During darkness. |
| EJS | Serious damage, <i>to, in.</i> | ELD | Owing to darkness. |
| EJT | Slight damage, <i>to, in.</i> | ELE | Until dark. |
| EJU | Without damage. | | DASH, es (Morse)..... <i>REZ</i> |
| EJV | Without, No, considerable damage. | | DATE, s. |
| | Can damage be repaired at sea?..... <i>KC</i> | | Dating — <i>Am, Is, Are.</i> |
| | Can you repair damage without assistance?..... <i>KD</i> | | |
| EJW | Have you received any damage? | | |
| EJX | Have you received any damage in collision? | | |

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|------------|--|---|--|
| ELG | Approximate date, <i>of</i> . | ENN | Number indicated deaths from disease, <i>s</i> indicated have occurred on board during the voyage. |
| ELH | Date and place, <i>of</i> . | ENO | DEBT , <i>s</i> . |
| ELI | Date, <i>s</i> and time, <i>s, of</i> . | ENP | DECAY , <i>s</i> . |
| ELJ | Date, <i>s</i> due. | ENQ | Decaying —— <i>Is, Are</i> . |
| ELK | Date, <i>s</i> for, <i>of</i> . | ENR | Decayed —— <i>Has, Have, ing</i> . |
| ELL | Date, <i>s</i> of arrival, <i>at</i> . | ENS | DECEASED . |
| ELM | Date, <i>s</i> of departure, <i>of</i> . | ENT | DECEMBER . |
| ELN | Date, <i>s</i> on which, when. | DECIDE , <i>s</i> . | Deciding —— <i>Am, Is, Are</i> . |
| ELO | Earliest date, <i>of</i> . | ENU | Decided —— <i>Has, Have, ing</i> . |
| ELP | On what date did you. | ENV | DECIMETER , <i>s</i> . |
| ELQ | Probable date, <i>of</i> . | ENW | DECISION , <i>s</i> . |
| ELR | What is the date of. | ENX | DECK , <i>s</i> . |
| ELS | Dated —— <i>Has, Have, ing</i> . | ENY | After deck. |
| ELT | DAUGHTER , <i>s, of</i> . | ENZ | Boat deck, <i>s</i> . |
| ELU | DAVIT , <i>s</i> . | EOA | Bridge deck, <i>s</i> . |
| ELV | DAY . | EOB | Flying-off deck, <i>s</i> . |
| ELW | All day. | EOC | Lower deck, <i>s</i> . |
| ELX | By day. | EOD | Main deck, <i>s</i> . |
| ELY | <i>The Day</i> after to-morrow. | EOE | Promenade deck, <i>s</i> . |
| ELZ | <i>The Day</i> before yesterday. | EOF | Quarter deck, <i>s</i> . |
| EMA | During the day. | EOG | Shelter deck, <i>s</i> . |
| EMB | Every day. | EOH | Steel deck, <i>s</i> . |
| EMC | Last day, <i>for, of</i> . | EOI | Tween deck, <i>s</i> . |
| EMD | <i>On the Next</i> day. | EOJ | Weather deck, <i>s</i> . |
| EME | Working day, <i>s</i> . | EOK | Wood deck, <i>s</i> . |
| EMF | DAYBREAK . | EOL | On deck. |
| EMG | At daybreak. | EOM | On the after deck. |
| EMH | By daybreak. | EON | DECLARATION , <i>s</i> . |
| EMI | DAYLIGHT . | EOP | Customs declarations, <i>s</i> ——— <i>RDA</i> |
| EMJ | At daylight. | EOQ | Declaration, <i>s</i> of war. |
| EMK | Before daylight. | EOQ | Statutory maritime declaration. |
| EML | During daylight. | DECLARE , <i>s, that</i> . | Declare, <i>that</i> —— <i>Am, is, Are</i> . |
| EMM | Until daylight. | EOR | Declared, <i>that</i> —— <i>Has, Have, ing</i> . |
| EMN | DAYS . | DECLINE , <i>s, to</i> (Refuse) ——— <i>RFA</i> | Declining, <i>to</i> —— <i>Am, Is, Are</i> . |
| EMO | How many days. | EOR | Decline, <i>to</i> —— <i>Has, Have, ing</i> ——— <i>RFB</i> |
| EMP | In number indicated days time. | EOS | Shall, Will, decline, <i>to</i> ——— <i>RFC</i> |
| EMQ | Number indicated days after. | DECODE , <i>s</i> . | Decoding —— <i>Am, Is, Are</i> . |
| EMR | Number indicated days ago. | EOT | Decoded —— <i>Has, Have, ing</i> . |
| EMS | Number indicated days before. | DECREASE , <i>s</i> . | Decreasing —— <i>Am, Is, Are</i> . |
| EMT | Number indicated days demurrage. | EOT | Steady decrease, <i>of</i> ——— <i>RFD</i> |
| EMU | Number indicated days notice. | EOW | Steadily decreasing ——— <i>RFE</i> |
| EMV | Number indicated days out of, from, port of departure. | EOV | Decreased —— <i>Has, Have, ing</i> . |
| EMW | Number indicated days overdue. | EOW | DEDUCT , <i>s</i> . |
| EMX | Number indicated days time. | EOV | Deducting —— <i>Am, Is, Are</i> . |
| EMY | Several days. | EOW | Deducted —— <i>Has, Have, ing</i> . |
| EMZ | Some days after, wards. | DEDUCTION , <i>s, of</i> (Subtraction). | DEEP , <i>ly</i> . |
| ENA | Some days ago. | EOZ | Not deep enough, <i>for, to</i> . |
| ENB | Some days before. | EPA | Deepening —— <i>Is, Are</i> . |
| ENC | DAZZLE , <i>s</i> . | EPB | Deepened —— <i>Has, Have, ing</i> . |
| | Dazzling —— <i>Am, Is, Are</i> . | EPC | DEEPER , <i>than</i> . |
| END | Dazzled —— <i>Has, have, ing</i> . | EPD | Not deeper than. |
| ENE | DEAD . | EPE | DEFECT , <i>s</i> . |
| ENF | How many dead? | EPF | Boiler defect, <i>s</i> . |
| ENG | No one dead. | EPG | Condenser defect, <i>s</i> . |
| ENH | Number of dead and injured not yet known. | EPH | |
| ENI | Several dead. | | |
| ENJ | DEAF . | | |
| ENK | DEAF , <i>s</i> (Planks). | | |
| | Dressed deals and boards ——— <i>CCV</i> | | |
| ENL | DEATH , <i>s, of</i> . | | |
| ENM | Death, <i>s</i> by, from. | | |

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| EPI | Engine defect, s. | EQY | Demands of. |
| EPJ | Owing to the defect, s, in, of. | EQZ | In demand. |
| | Defects CAN NOT be repaired without assistance.....JY | ERA | On demand, of. |
| | You, or vessel indicated, should telegraph nature of boiler defect.....OTR | ERB | Demanded — Has, Have, ing. |
| EPK | DEFECTIVE. | ERC | DEMONSTRATION , s. |
| EPL | DEFENCE , s. | ERD | DEMURRAGE. |
| EPM | DEFENCELESS. | | Number indicated days demurrage...EMT |
| EPN | DEFEND , s. | ERE | DENGUE. |
| | Defending — Am, Is, Are. | ERF | DENIAL , s, of. |
| EPO | Defended — Has, Have, ing. | ERG | DENSE , ly. |
| | DEFER — <i>use</i> —Postpone. | ERH | DENSITY. |
| EPP | DEFICIENCY , ies, of. | ERI | DENT , s, ing, in. |
| EPQ | DEFY , ies. | ERJ | Dented — Has, Have, ing. |
| | Defying — Am, Is, Are. | ERK | DENTIST , s. |
| EPR | DEGREE , s, Of. | ERL | DENY , ies. |
| | At an angle of number indicated degrees.....BBH | ERM | Denying — Am, Is, Are. |
| | Number indicated degrees centigrade..CZS | ERN | Denied — Has, Have, ing. |
| | Number indicated degrees fahrenheit..FYD | ERO | DEPARTMENT , s. |
| | Degree, s, below zero centigrade.....CZT | ERP | Mercantile Marine Department. |
| EPS | DELAY , s. | ERQ | DEPARTURE , s, at, on. |
| | Delaying — Am, Is, Are. | ERR | After the departure, of, from. |
| EPT | Cause, s, of delay. | ERS | Before the departure, of, from. |
| EPU | How long will the delay be? | ERT | Immediate departure, of. |
| | Number indicated hours delay.....HIF | ERU | On departure, from. |
| EPV | Owing to the delay, s, at, in. | ERV | On your departure. |
| EPW | Some delay. | ERW | Until departure, of. |
| EPX | There may be delay in telegraphing message, s. | DEPEND | , s, on. |
| | Without delay. | ERX | Depending on — Am, Is, Are. |
| EPY | Without delaying the vessel. | ERY | Depended on — Has, Have, ing. |
| EPZ | Delayed — Has, Have, ing. | DEPONENT | , s. |
| EQA | Delayed by. | DEPOSIT | (Money or Put in safe-keeping). |
| EQB | Delayed by bad weather. | | Depositing — Am, Is, Are. |
| EQC | Delayed by fog. | ESA | Deposited — Has, Have, ing. |
| EQD | DELETE , s. | ESB | DEPOT , s, for. |
| EQE | Deleting — Am, Is, Are. | ESC | Coaling depot, s, at. |
| EQF | You should delete the following: | ESD | Diesel oil depot, s, at. |
| EQG | Deleted — Has, Have, ing. | ESE | Oil fuel depot, s, at. |
| EQH | Deleted from. | ESF | DEPRESSION. |
| EQI | DELETION , s. | ESG | Meteorological office reports depression approaching from direction indicated. |
| EQJ | DELIRIOUS. | ESH | Secondary depression, s. |
| EQK | DELIRIUM. | ESI | DEPTH , s, of. |
| EQL | Delirium tremens. | ESJ | At a depth of. |
| EQM | DELIVER , s. | | At time indicated there will be number indicated feet of water over the bar...BTD |
| | Delivering — Am, Is, Are. | | At time indicated there will be number indicated meters of water over the bar.....BTE |
| | You should do your utmost to deliver cargo at place indicated.....CWS | ESK | Depth at high water. |
| EQN | Delivered — Has, Have, ing. | ESL | Depth at low water. |
| | Have you delivered the message, s?..JGW | ESM | In depths of less than. |
| EQO | When will, it, they, be delivered? | ESN | Is there sufficient depth of water? |
| EQP | Shall, Will, deliver. | ESO | The least depth of water in the fairway is number indicated feet. |
| EQQ | DELIVERY , ies. | ESP | The least depth of water in the fairway is number indicated meters. |
| EQR | Delivery on demand. | | There are number indicated feet of water on the bar now, or at time indicated.....VN |
| EQS | Earliest delivery, of. | | There are number indicated meters of water on the bar now, or at time indicated.....VO |
| EQT | Early delivery. | | |
| EQU | On delivery, of. | | |
| EQV | DELTA. | | |
| EQW | DEMAND , s. | | |
| | Demanding — Am, Is, Are. | | |
| EQX | Demand, s, for. | | |