

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, off*?

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.

- KA** My vessel is very seriously damaged.

- KB** 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?

- KE** 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*
I am in distress and require immediate assistance.....*NC*
- L V** I am in distress for want of fuel.
- L W** I am in shoal water. Direct me.
I am sinking. Send boats to take off passengers and crew.....*FM*
- L X** I CAN NOT hold out any longer.
- L Y** My aircraft is in distress. Stand by me.
- L Z** My vessel is NOT under command.
- MA** Position given with S O S or Mayday from aircraft was.
There is a boat in distress, *bearing to be indicated if necessary*.....*FW*
- MB** There is a vessel in distress in direction or position indicated.
- MC** Vessel indicated appears to be in distress.
Vessel indicated is in distress and requires immediate assistance.....*EC*
- MD** Did you hear S O S or Mayday made by aircraft at time indicated?
- ME** Have you sighted or heard of a vessel in distress?
- MF** Is vessel *bearing indicated if necessary* in distress?
- MG** 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*
- MH** Doctor requires assistance.
- MI** There is no doctor available.
- MJ** Have you a doctor?
- MK** May I send a sick person to see your doctor?

DRAUGHT OF WATER

- ML** My draught of water is number indicated *feet*.
- MN** My draught of water is number indicated meters.
- MO** Your draught of water must NOT exceed number indicated feet.
- MP** Your draught of water must NOT exceed number indicated meters.
- MQ** What is your draught of water?

ENGINES

- MR** I have hot bearings.
MS I am obliged to stop engines.
 My engines are disabled..... *LO*
MT My engines are stopped.

FAIRWAY

- MU** Fairway has altered; do not try it.
MV Fairway is buoyed.
MW Fairway is not buoyed.
MX Fairway is clear.
 Fairway is dangerous..... *HB*
 Fairway is dangerous without a pilot.... *HC*
MY Fairway is mined.
MZ Fairway is not mined.
NA Fairway is obstructed by a vessel.
NB Fairway is obstructed by vessel aground.
NC I am in distress and require immediate assistance.
ND Fairway is obstructed by sunken wreck.
 There is an obstruction in the fairway.... *HR*
NE You should keep in the center of the fairway.
NF You should keep on the port side of the fairway.
NG You should keep on the starboard side of the fairway.
NH Is the fairway buoyed?
NI What is the state of the fairway?

FIRE

- NJ** Fire can be reached easily.
NK Fire is difficult to reach.
NL Fire is extinguished.
NM Fire is gaining.
NO Fire is gaining rapidly. Take off passengers and crew
NP Fuel oil is on fire.
NQ I am on fire.
 I am on fire and require immediate assistance..... *DQ*
NR I am on fire; have flooded hold.
NS I am on fire in bunker, s.
NT I am on fire in hold, s.
NU I am on fire in passengers' or crews quarters.
NV I am on fire in storeroom.
NW I am on fire. Send boats to take off passengers and crew.
NX I can get the fire under control without assistance.
NY My cargo in the hold is on fire.
NZ Vessel indicated is on fire.
OA Are you on fire?
OB Is fire extinguished?
OC Where is the fire?

HARBOR

- OD** Harbor is closed.
OE Harbor is open.
OF I am proceeding out of harbor.

HARBOR—Continued

- OG** You should not attempt to enter the harbor, or place indicated.
OH Can I proceed into harbor?
OI Do you intend to enter the harbor?

HAWSER

- OJ** You should send a boat with a hawser.
OK Have you a hawser?

HEAVE TO

- OL** Heave to or I will open fire on you.
OM You should heave to. Head offshore.
ON You should heave to; stop at once.
OP You should heave to. I will send a boat.

ICE

- OQ** I passed numerous icebergs on or near track.
OR I sighted ice in position indicated.
OS I sighted berg ice in position indicated.
OT I sighted berg ice and pack ice in position indicated.
OU I sighted pack ice in position indicated.
OV I have not sighted any ice and have had clear weather.
OW Ice has been encountered in position indicated.
OX Ice has been reported in position indicated.
OY Icebergs reported in position indicated.
OZ You should take precaution owing to ice conditions.
PA Have you sighted any ice? If so, state position and whether berg or pack.

LAND, LANDMARKS, AND LIGHTS

- PB** All lights are out along the coast of.
PC I am not in my correct position. (To be used by a lightship.)
PD I, or aircraft indicated, except, s to arrive over airdrome about time indicated and will require lights.
PE Light buoy is extinguished.
PF Lights or fires will be shown at the best landing places.
PG Lightship at place indicated is out of her position.
PH You should indicate the bearing of the light, lighthouse, or lightship from you.
PI You should keep the light, lighthouse, or lightship between bearings indicated.
PJ On what bearing shall I keep light or landmark indicated?
PK When did you last sight the land?

LEAK

- PL** Boiler is leaking seriously.
PM Boiler tube, s is, are leak, ing, y.
PN I CAN NOT stop the leak.
PO I have number indicated feet of water in the hold.
PQ I have sprung a leak.
 I have sprung a leak and require immediate assistance.....DV
PR I have stopped the leak.
PS Leak is gaining rapidly.
PT I require a pilot.
PU Vessel indicated has sprung a leak.
PV Can you stop the leak?
PW Have you, or has vessel indicated, sprung a leak?
PX Is the leak dangerous?

LIFEBOAT

- PY** I have no lifeboat.
PZ I have sent for a lifeboat.
QA Lifeboat, s CAN NOT get alongside.
QB Lifeboat CAN NOT reach you.
QC Lifeboat is going to you.
QD There is no lifeboat here.
QE Lifeboat, s should approach vessel as near as possible and drag people on board.
QF You should send a lifeboat to take off crew.
QG Your should send all available lifeboats.
QH Do you require a lifeboat?

LIGHTS (SHIPS)

- QI** I will show a light to-night when I alter course.
 Nature of light to be indicated.
QJ You should keep a light showing.
QK You should show no lights.
QL (See page 339.)
QM Your lights are out, or want trimming.

LIGHTERS

- QN** I require a lighter, or number of lighters indicated, immediately.
QO No more lighters are available.

MAIL

- QP** Aircraft indicated if necessary has mails and passengers to transfer to you.
QQ (See page 339.)

MAIL—Continued

- QR** Air mail has arrived, from.
QS Air mail has NOT arrived, from.
QT Air mail is due to arrive here, or at place indicated, at, on.
QU Air mail is due to leave, at, on.
QV I have on board mail for place indicated.
QW I have on board mail for you, or vessel indicated.
QX I have on board mail from place indicated.
QY You should send for your mail.
QZ Are there any mails or passengers for transfer to aircraft indicated if necessary?
RA Has air mail arrived, from?
RB Has the mail arrived from place indicated?
RC Have you any mail, for place indicated?
RD Have you any mail for me?
RE When is air mail due to leave?
RF Will you take mail for place indicated?

MESSAGES AND TELEGRAMS

- RG** I have telegram, s for you.
RH Message has been received.
RI You should repeat back the message.
RJ Have you any message for me?

MINES

- BK** A mine in sight, bearing indicated if necessary.
 Fairway is mined.....MY
 Fairway is NOT mined.....MZ
BL I sighted a mine in position indicated.
BM Mine field ahead of you. Heave to until you receive instructions.
BN Mines are reported to be in vicinity of.
BO There is danger from mines in this area, or area indicated.
BP You should keep a lookout for mines.
BQ Is there any danger from mines?

MISCELLANEOUS

- BS** Is all well with you?
BT What is the matter, with?
BU What was the matter, with?
BV Where are you bound?
BW Where are you from?

MUTINY

- BX** Mutiny. I require assistance.
BY Crew have mutinied.

NAME

- R Z** What is the name of light, lighthouse, or lightship in sight, *bearing indicated if necessary?*
- S A** What is the name of the vessel or signal station in sight, *bearing indicated if necessary?*
- S B** What is the name of vessel with which you collided?
- S C** What is the name of your vessel?

OIL

- S D** I am short of lubricating oil. Can you supply?
- S E** I am short of petrol. Can you supply?
- S F** Can you discharge some oil to smooth sea?

ORDERS

- S G** I have orders for you, or vessel indicated.
- S H** I have orders for you to discharge cargo at place indicated.
- S I** I require orders.
- S J** Have you any orders for me?

PASSENGERS

- All boats lost. Can you take off passengers and crew?-----*FD*
- S K** I wish to land passengers.
- S L** Have you any passengers to transfer to me?

PILOT

- I require a pilot-----*PT*
- S M** It is dangerous to proceed without a pilot.
- S N** Pilot is coming out to you now, or at time indicated.
- S O** Pilot boat is most likely on bearing indicated, or off place indicated.
- S P** You should send a boat for a pilot.
- S Q** Have you seen a pilot boat?
- S R** Where can I pick up a pilot, *for?*

POLICE

- S T** I require police boat.

PORT (HARBOR)

- S U** I wish to enter dock (wet).
- S V** I wish to enter the port.
- S W** I wish to leave the port.
- S X** Permission is urgently required to enter harbor.

POSITION

- Position given with S O S or Mayday from aircraft was-----*MA*
- S Y** Are you able to fix your position by shore bearings?
- What was position given with S O S or Mayday from aircraft-----*MG*

PROCEED, ETC.

- S Z** I am proceeding to the anchorage, or place indicated, with all speed.
- T A** I can proceed at number indicated knots.
- T B** I can proceed with one engine.
- T C** I can only proceed at slow speed.
- T D** You should proceed at number indicated knots.
- T E** You should proceed at slow speed while passing vessel, s or station making this signal.
- T F** You should proceed with great caution at easy speed.
- T G** Is your vessel, or vessel indicated, in a condition to proceed?

PROPELLER

- T H** I have lost my propeller.
- T I** Propeller shaft is broken.

PROVISIONS

- T J** I have only sufficient provisions for number indicated days.
- T K** I require provisions urgently.
- T L** Do you require provisions?

QUARANTINE AND PRATIQUE

- T M** I am in quarantine *number of days remaining to be indicated if necessary.*
- T N** I have a clean bill of health from place indicated.
- T O** I have, or vessel indicated has, pratique.
- T P** No one allowed on board.
- T Q** You have pratique.
- 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

- TX** I am endeavoring to get in touch by radio.
TY My radio is manned.
TZ My radio is not working.
UA No one on board able to work radio apparatus.
UB You should man your radio room.
UC Can you use your radio?

RADIOBEACON

- UE** Position given was obtained by bearings of radiobeacon.
UF Radiobeacon indicated is out of action.
UG What is your bearing of radiobeacon indicated?

RECKONING

- UH** My reckoning is not to be depended on.

REPLY

- UI** Reply is "Yes" (In the affirmative).
UJ Reply is "No" (In the negative).

RUDDER

- UK** My rudder is hard over, vessel's head is going to port, to the left.
UL My rudder is hard over, vessel's head is going to starboard, to the right.
UM My rudder is jammed.

SEARCHLIGHT

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

SICK, SICKNESS

- UN** The sickness is contagious or infectious.
UO The sickness is not contagious or infectious.
UP You should not have contact with vessel or place indicated on account of sickness.
UQ Is the sickness contagious or infectious?
UR Is there any sickness at place indicated?
US May I land my sick?
UT What is the sickness?

SIGNALS

- UV** I am waiting for you to hoist your Answering Pennant close up.
UW I CAN NOT distinguish your flags.
UX I do NOT use semaphore.
UY I shall repeat my signal after the number indicated group.
UZ I wish to signal to you. Will you come within easy signal distance?

SIGNALS—Continued

- VA** My last hoist was incorrect. I will hoist it correctly.
VB Signal is NOT understood though flags are distinguished.
VC Your distress signals are understood, Assistance is coming out to you.
VD Your distress signals are understood. The nearest life-saving station is being informed.
VE Please repeat the signal now being made to me by vessel or station bearing indicated if necessary.
VF Vessel, s which has, have, just arrived should hoist signal letters.
VG You should cancel the whole flag signal now being made.
VH You should hoist your signal letters.
VI You should keep a lookout for signals from me, or from vessel or station indicated.
VJ You should repeat your signal *the number of hoist required is to be indicated if necessary.*
VK You should transmit your signal by radio. Can you communicate with the airplane?
 -----**CL**
 Can you communicate with the airship?
 -----**CM**

SOUNDINGS

- VL** I am in number indicated feet of water.
VM I am in number indicated meters of water.
VN There are number indicated feet of water on the bar now, or at time indicated.
VO There are number indicated meters of water on the bar now, or at time indicated.
VP You will have enough water over the bar.
VQ You will NOT have enough water over the bar.
VR You will NOT have less than number indicated feet of water.
VS You will NOT have less than number indicated meters of water.
VT What are the least soundings you have at high water?
VU What are the least soundings you have at low water?
VW What is the least depth of water in feet I shall have at place and time indicated?
VX What is the least depth of water in meters I shall have at place and time indicated?
VY What soundings have you?

SPEED

- VZ** You should increase your speed, *to speed indicated.*
WC You should proceed at your utmost speed.
WD You should reduce your speed, *to speed indicated.*
WE Are you proceeding at full speed?
WF 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?

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.
WN You should steer directly for the buoy...GN
WS You should steer more to port.
WT You should steer more to starboard.
WU What course should I steer to make nearest land?
WV Will you direct me how I should steer?

STOP

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

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.
YG 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.
XK 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?

TOW—TOWING

- I am disabled. Will you tow me in or into place indicated?.....LJ
XS I am towing a float.
XT I am towing a target.
XU I CAN NOT take you, or vessel indicated, in tow. I have parted towing hawser. Can you assist me?.....DU
XV I, or vessel indicated, require, s towing.
XW I require a boat or tug to tow me to berth.
XY Can you take me in tow?
XZ Shall I take you in tow?

TUG

- I am in danger of fouling my anchor and need immediate assistance of a tug.....DP
YA I require a tug or number indicated tugs.
YB I require a tug, or boat to tow me to berth.....XW
YC There are no tugs available.
YD Tug is, or number indicated tugs are, on its, their, way to you.

UNDER WAY

- YD** I am, or vessel indicated is, under way.
YE You should get under way as soon as you can, reason may be indicated.
YF You should keep under way.
YG Are you, or vessel indicated, under way?
YH At what time will you be under way?

WATER

- YI** I have water for number indicated days only.
YJ I require water immediately.
YK I require water for radiators. Can you supply?
YL Do you require boiler water?
YM 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.....	FKT	WSW.....	QLM	SSE.....	NTQ	NNW.....	JUR
E. by N.....	FKQ	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 B G	1 point on the starboard bow.
A A B	2 points on the port bow.	A B H	2 points on the starboard bow.
A A C	3 points on the port bow.	A B I	3 points on the starboard bow.
A A D	4 points on the port bow.	A B J	4 points on the starboard bow.
A A E	3 points before the port beam.	A B K	3 points before the starboard beam.
A A F	2 points before the port beam.	A B L	2 points before the starboard beam.
A A G	1 point before the port beam.	A B M	1 point before the starboard beam.
A A H	On the port beam.	A B N	On the starboard beam.
A A I	1 point abaft the port beam.	A B O	1 point abaft the starboard beam.
A A J	2 points abaft the port beam.	A B P	2 points abaft the starboard beam.
A A K	3 points abaft the port beam.	A B Q	3 points abaft the starboard beam.
A A L	On the port quarter.	A B R	On the starboard quarter.
A A M	3 points on the port quarter.	A B S	3 points on the starboard quarter.
A A N	2 points on the port quarter.	A B T	2 points on the starboard quarter.
A A O	1 point on the port quarter.	A B U	1 point on the starboard quarter.

DEGREES

A A P	10° to port.	A B V	10° to starboard.
A A Q	20° to port.	A B W	20° to starboard.
A A R	30° to port.	A B X	30° to starboard.
A A S	40° to port.	A B Y	40° to starboard.
A A T	50° to port.	A B Z	50° to starboard.
A A U	60° to port.	A C A	60° to starboard.
A A V	70° to port.	A C B	70° to starboard.
A A W	80° to port.	A C C	80° to starboard.
A A X	90° to port.	A C D	90° to starboard.
A A Y	100° to port.	A C E	100° to starboard.
A A Z	110° to port.	A C F	110° to starboard.
A B A	120° to port.	A C G	120° to starboard.
A B B	130° to port.	A C H	130° to starboard.
A B C	140° to port.	A C I	140° to starboard.
A B D	150° to port.	A C J	150° to starboard.
A B E	160° to port.	A C K	160° to starboard.
A B F	170° to port.	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
ACN + 12	Fiji Islands.
ACO + 11. 30	New Zealand.
ACP + 11	Marshall Islands.
ACQ + 10	British New Guinea.
ACB + 9. 30	South Australia.
ACS + 9	Japanese central.
ACT + 8	Chinese (Japanese western).
ACU + 7	Straits Settlements.
ACV + 6	
ACW + 5. 30	India.
ACX + 5	
ACY + 4	
ACZ + 3	
ADA + 2	East European.
ADB + 1	Mid-European.
ADC 0 G. M. T.	G. M. T. West European.
ADD - 1	
ADE - 2	South Atlantic.
ADF - 3	Eastern Brazil.
ADG - 4	Atlantic.
ADH - 4. 30	Venezuela.
ADI - 5	Eastern.
ADJ - 6	Central.
ADK - 7	Mountain.
ADL - 8	Pacific.
ADM - 9	
ADN - 10	
ADO - 10. 30	Hawaiian.
ADP - 11	
ADQ - 11. 30	British Western Samoa.

- ADB** Ship's time (longitude of meridian in use may be indicated).
ADS Standard time of country or place indicated.
ADT Standard summer time of country or place indicated.
ADU Zone time of zone plus (number indicated).
ADV Zone time of zone minus (number indicated).

MODEL VERB

AFFIRMATIVE

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

NEGATIVE

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

INTERROGATIVE

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

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

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

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

Do NOT pass ahead of me.....T
 You should pass ahead of me, or vessel indicated.....IH
 You should NOT pass ahead of me, or vessel indicated.....IQ
ASF Passed ahead, of — *Has, Have, ing.*
ASG Shall, Will, pass ahead of.
 I will pass ahead of you, or vessel indicated.....HG
AID—use—Assist or Assistance.
ASH IN AID OF.
ASI AIR
ASJ Air Force, s.
 Air Mail—see—Mail.
ASK Air Ministry.
 Air Navigation.....RBG
ASL By air transport.
 How much longer can you remain in the air?.....CO
 Calm air, etc.—see—Wind.
ASM Compressed air.
ASN AIRCRAFT.
ASO Civil aircraft.
ASP Military aircraft.
 Aircraft are engaged in taking off and landing on, or near, this vessel. You should not approach too near.....BN
 Aircraft indicated if necessary has mails and passengers to transfer to you.....QP
 Aircraft indicated if necessary is seriously damaged. Will you take off mail and passengers?.....BP
 Aircraft indicated if necessary left at time indicated.....BO
 Aircraft indicated if necessary will have to be abandoned.....AC
 My aircraft is in distress. Stand by me.LY
ASQ Next aircraft indicated if necessary is due to leave at time indicated.
ASR There is no aircraft indicated if necessary available for freight until date indicated.
ASS Where did the aircraft sink?
AIRDROME—see—Aerodrome.
AST AIRMAN, men.
AIRPLANE—see—Aeroplane.
ASU AIRSHIP, s.
ASV Civil airship, s.
ASW Freight airship, s.
ASX Mail airship, s.
ASY Passenger airship, s.
ASZ Airship has caught fire.
ATA Airship has fallen into the water.
ATB Airship in distress.
ATC Airship, s in sight.
ATD Airship is down in position indicated.
 Airship is down in position indicated and requires immediate assistance.....BQ
 Airship reported in distress is receiving assistance.....BR
ATE Airship was flying high (above 1,000 meters).
ATF Airship was flying low (below 100 meters).
ATG Airship was steering, for.

I sighted an airship at time indicated in position indicated steering course indicated.....CB
 I have NOT sighted the airship indicated if necessary.....NKC
 Can you communicate with the airship?.....CM
 Have you sighted or heard of airship in distress?.....NKI
 Is airship in a condition to proceed?---CQ
ATH ALARM, s.
 Alarming — *Am, Is, Are.*
ATI There is no need for alarm.
ATJ Alarmed, at — *Has, Have, ing.*
ATK ALBANIAN, s.
ATL ALCOHOL, ic.
ATM On the ALERT, for.
ATN ALIAS, es.
ATO ALIEN, s.
ATP Alien list, s.
ATQ List of prohibited aliens.
ATR ALIGHT, s.
 Alighting — *Am, Is, Are.*
 I am about to alight to make good defect.
 Will you stand by me?.....BU
 I am alighting in position indicated; am short of petrol.....BV
 I am alighting in position indicated with engine trouble.....BW
 I am alighting to pick, up crew of disabled aircraft in position indicated.....BX
 I am forced to alight. Stand by to pick, up crew.....BY
 Sea is smooth enough for you to alight near me.....CD
 Sea is too rough for you to alight.....CE
ATS You should alight.
 You should alight as near to me as possible.....CG
 You should alight to leeward of me, I am stopped.....CH
 You should alight to windward of me, I am stopped.....CI
ATT You should NOT alight.
 Is the sea smooth enough for me to alight near you?.....CR
ATU Alighted — *Has, Have, ing.*
ATV ALIGNMENT, s.
 In alignment, with.....RBH
ATW ALIKE.
ATX ALIVE.
ATY Alive and well.
ATZ ALL.
AUA All after.
AUB All before.
AUC All around.
AUD All for.
AUE All further.
AUF All the more.
AUG All the necessary.
AUH All possible.
AUI All ready.
AUJ All safe.

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

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.		You should anchor----- <i>DB</i>
AXT	I can lend you an anchor.		You should anchor as convenient--- <i>DC</i>
AXU	I have no anchor left.	AZH	You should anchor as soon as you can.
	I have no drogue, sea anchor----- <i>FHY</i>	AZI	You should anchor for time indicated.
AXV	I have only one anchor left.	AZJ	You should anchor immediately you get bottom.
AXW	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.		You should anchor instantly----- <i>DG</i>
AXZ	I require an anchor, <i>weight to be indicated if necessary</i> .	AZL	You should anchor off place indicated.
AYA	I require number indicated anchor, s and cable, s.	AZM	You should anchor off place indicated and await further orders.
	My anchor is aweigh----- <i>CZ</i>	AZN	You should anchor outside the harbor as convenient pending the allotment of a berth.
AYB	My anchor is buoyed.	AZO	You should anchor to await tug, s.
AYC	My anchor is foul. I require a diver.	AZP	You should anchor to await visit, of.
	My anchor is foul. I require assistance----- <i>DA</i>	AZQ	You should anchor where you are.
	Position of lost anchor is----- <i>LFH</i>	AZR	You should beware of moorings on anchoring.
AYD	With bow and stern anchors.		You should beware of telegraph cable on anchoring----- <i>HZ</i>
	You appear to be dragging your anchor----- <i>FGH</i>	AZS	You should not anchor.
AYE	You will overlay my anchor.		You should not anchor on any account----- <i>DI</i>
AYF	You should back the anchor.	AZT	You should not anchor until you receive further instructions.
AYG	You should buoy your anchor, s.		You should not risk anchoring unless you have very good ground tackle- <i>DK</i>
AYH	You should have your anchors ready for letting go.	AZU	Are you going to anchor?
AYI	You should instruct him, them, or person, s indicated, to recover my anchor.	AZV	Is it safe for me to anchor?
	You should let go another anchor--- <i>DH</i>	AZW	Should I anchor?
	You should keep both anchors ready----- <i>IAX</i>	AZX	Where do you intend anchoring?
AYJ	You should sight your anchor and make sure it is clear.	AZY	Where shall I anchor?
	You should stream a drogue, sea anchor, from your tail----- <i>FHZ</i>	AZZ	Why are you anchoring?
AYK	You should take in your stern anchor.	BAA	Anchored, in — <i>Has, Have, ing.</i>
AYL	You should use a stern anchor.	BAB	Have you anchored?
AYM	Can you lend me an anchor?	BAC	Why have you anchored?
AYN	Is your anchor buoyed?	BAD	It is not safe where you are anchored.
AYO	Which anchor should I let go?	BAE	Shall, Will, anchor.
AYP	Will you pick up my anchor for me?	BAF	I shall anchor if circumstances permit.
AYQ	LAY, S OUT AN ANCHOR.	BAG	I shall not anchor.
	Laying out an anchor — <i>Am, Is, Are.</i>	BAH	LIE, S AT ANCHOR.
AYR	You should lay out an anchor, s to prevent vessel moving.		Lying at anchor — <i>Am, Is, Are.</i>
AYS	Laid out an anchor — <i>Has, Have, ing.</i>	BAI	Lain, Lay, at anchor — <i>Has, Have, ing.</i>
AYT	ANCHOR, S IN.	BAJ	ANCHORAGE, s, at.
	Anchoring, in — <i>Am, Is, Are.</i>	BAK	Good anchorage, s, at.
AYU	Anchoring is prohibited, between.	BAL	Inner anchorage.

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

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

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

BJC ASCERTAIN, s.
Ascertaining — *Am, Is, Are.*

BJD You should ascertain.

BJE Ascertained — *Has, Have, ing.*

BJF ASCERTAIN, s FROM.
Ascertaining from — *Am, Is, Are.*
Ascertained from — *Has, Have, ing.*

BJG ASCERTAIN, s WHAT.
Ascertaining what — *Am, Is, Are.*

BJI Ascertained what — *Has, Have, ing.*

BJJ ASCERTAIN, s WHEN.
Ascertaining when — *Am, Is, Are.*
Ascertained when — *Has, Have, ing.*

BJK ASCERTAIN, s WHETHER.
Ascertaining whether — *Am, Is, Are.*

BJM Ascertained whether — *Has, Have, ing.*

BJN ASH, es (Cinders).

BJO ASHORE, at, on.

BJP Will you come ashore?
You should NOT send boat, s ashore after dark.....CFZ

BJQ Go, es ASHORE (Land).
Going ashore — *Am, Is, Are.*

BJR I am going ashore.

BJS I am NOT going ashore.

BJT Are you going ashore?

BJU Gone, Went, ashore — *Has, Have, ing.*

BJV Go, es ASHORE (Strand).
Going ashore — *Am, Is, Are.*

BJW Gone, Went, ashore — *Has, Have, ing.*

BJX SEND, s ASHORE.
Sending ashore — *Am, Is, Are.*

BJY Sent ashore — *Has, Have, ing.*

BJZ WASHED ASHORE.....RNC

BJZ ASIATIC, s.

BJZ ASIDE.

BJA Set, s aside.
Setting aside — *Am, Is, Are.*

BKB Set aside — *Has, Have, ing.*

BKB ASK—use—Enquire or Request.

BKC ASPHYXIATED — *Was, Were.*

BKD ASPHYXIATION.

BKE ASSIST, s.
Assisting — *Am, Is, Are.*

BKF A vessel indicated if necessary will arrive shortly to assist you.
I CAN NOT assist you, or vessel indicated...DS
I have parted towing hawser; can you assist me.....DU

BKG Person, or vessel, indicated is NOT likely to assist you.
Tug has been sent to assist.....PKT
Can I assist you?.....EH
Can you assist me, or vessel indicated?..EI

BKH Is vessel indicated likely to assist me?
Will you assist me, or vessel indicated?..EO
Will you assist me into port, or port indicated? I am disabled as indicated.....EP

BKI Assisted — *Has, Have, ing.*

BKJ Shall, Will, assist.

BKK ASSIST, s IN.

BKL Assisting in — *Am, Is, Are.*

BKM Assisted in — *Has, Have, ing.*

BKN ASSISTANCE.

BKN Assistance from, of.

BKO Assistance in, for.

BKP Assistance to.

BKQ Engineer assistance.

BKB Every assistance, to.

BKS Immediate assistance, of, to.

BKT Medical assistance.

BKU Salvage assistance.

Airplane is down in position indicated and requires immediate assistance.....BL

Airplane reported in distress is receiving assistance.....BM

Airship is down in position indicated and requires immediate assistance.....BQ

Airship reported in distress is receiving assistance.....BR

Boat, s is, are going to your assistance...FI

Doctor requires assistance.....MH

Engines are unreliable. I can not enter harbor without assistance.....FOR

BKV Every assistance will be given.
I am aground and likely to break up.
Require immediate assistance.....AS
I am aground and require immediate assistance.....AT
I am aground. Send what immediate assistance you can.....AU
I am coming to your assistance.....DN
I am drifting and require assistance...DO
I am in danger of fouling my anchor and need immediate assistance of a tug...DP
I am in distress and require immediate assistance.....NC
I am on fire and require immediate assistance.....DQ
I am proceeding to the assistance of vessel in distress in position indicated...DR
I can be got afloat with assistance...AOZ
I CAN NOT render assistance, to.....DT
I CAN NOT take you in tow but will report you at place indicated and ask them to send immediate assistance.....PFD

BKW I have intercepted S O S or Mayday from vessel indicated, in position indicated. am going to her assistance.

BKX 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?
I have sprung a leak and require immediate assistance.....DV

BKY I offered assistance but it was declined.

BKZ I, or vessel indicated, no longer require, s assistance.

BLA I refused to accept assistance.
I require assistance.....V
I require assistance, of, from.....DX
I require immediate assistance.....DZ

BLB If I have not assistance.

BLC It would be of great assistance, if.
Lighthouse, or lightship, indicated if
necessary requires assistance.....*EB*

BLD Master informed me he no longer required
assistance.
Mutiny. I require assistance.....*RX*
My anchor is foul. I require assistance.....*DA*

BLE No assistance can be rendered, to.

BLF Vessel in distress in position indicated
requires immediate assistance.
Vessel indicated is in distress and requires
immediate assistance.....*EC*

BLG Vessel indicated is proceeding to your
assistance.

BLH Vessel indicated is reported as requiring
assistance.
Vessel indicated requires assistance.....*ED*

BLI With the assistance of.
Without the assistance, of.....*RBY*
Your distress signals are understood.
Assistance is coming out to you.....*VC*
You should render all possible assistance,
o.....*EF*
You should send me immediate assistance
.....*EG*

BLJ Can I obtain any assistance in the nature
of?
Do you require any further assistance?.....*EJ*
Do you require assistance, from, of?.....*EK*
Do you require assistance in, to?.....*EL*
Do you require immediate assistance?.....*EM*
What assistance do you require?.....*EN*

BLK What assistance do you require to repair
damage?

BLL Will you go to the assistance of wreck, or
vessel in distress? *Position to be indi-
cated if necessary.*

BLM REQUIRE, S MEDICAL ASSISTANCE.
Requiring medical assistance——*Am, Is, Are.*
I require medical assistance.....*W*

BLN Vessel indicated requires medical assist-
ance.

BLO Required medical assistance —— *Has, Have, ing.*

BLP ASSISTANT, s.

BLQ ASSOCIATION, s.
Imperial Japanese Marine Association.....*HYL*
Salvage Association, s.....*RBZ*

BLR Shipowners' Association, s.
ASSUME.

BLS ASSUME, s, that (Presume).
Assuming, that —— *Am, Is, Are.*

BLT Assumed, that —— *Has, Have, ing.*

BLU ASSUME, s FROM.
Assuming from —— *Am, Is, Are.*

BLV Assumed from —— *Has, Have, ing.*
ASSUMPTION.

BLW On the assumption that.

BLX ASSUMPTION, of (Taking over).

BLY ASSURE, s.
Assuring —— *Am, Is, Are.*

BLZ Assured —— *Has, Have, ing.*

BMA ASTERN, of.

BMB From astern.
Full speed astern.....*EQ*
Right (Dead) astern.....*RCA*

BMC I will give you fullest power astern.
You should make fast astern and steer
me.....*GAR*

BMD DROP, S ASTERN.
Dropping astern —— *Am, Is, Are.*

BME Dropped astern —— *Has, Have, ing.*

BMF GO, ES ASTERN.
Going astern —— *Am, Is, Are.*

BMG I CAN NOT go astern.
My engines are going full speed astern.....*S*
You should go astern.....*ER*
You should go astern easy.....*ES*

BMH You should go astern of.
You should go full speed astern.....*ET*

BMI You should keep going astern.

BMJ You should keep your engines going
astern.

BMK Gone, Went, astern —— *Has, Have, ing.*

BML Shall, Will, go astern.

BMM PASS, ES ASTERN, of.
Passing astern, of —— *Am, Is, Are.*
You should pass astern of me, or vessel
indicated.....*IJ*
You should not pass astern of me, or
vessel indicated.....*IR*

BMN Passed astern, of —— *Has, Have, ing.*

BMO Shall, Will, pass astern, of.
I will pass astern of you, or vessel indi-
cated.....*HI*

BMP ASTHMA.

BMQ AT.

BMR At place indicated.

BMS At time indicated.

BMT At what.

BMU ATHWARTSHIPS.

BMV ATMOSPHERICS.

BMW ATTACH, es.
Attaching —— *Am, Is, Are.*

BMX Attached —— *Has, Have, ing.*

BMZ Attached to.

BNA ATTACHÉ, s.

BNA ATTACK, s.
Attacking —— *Am, Is, Are.*

BNB Attack, s by.

BNC Attack, s on.

BND Attacked —— *Has, Have, ing.*

BNE I, or vessel indicated, am, is, being attacked,
by.

BNF I have, or vessel indicated has, been
attacked by.

ATTEMPT, s, to.....*RCB*
Attempting, to —— *Am, Is, Are.*

BNG Attempt, s to tow off.

BNH It is useless to attempt, to.

BNI Unsuccessful attempt, s, to.
You should attempt, to.....*RCC*

BNJ You should not attempt, to.
Attempted, to —— *Has, Have, ing.*.....*RCD*
Shall, Will, attempt, to.....*RCE*

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

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

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

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

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

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

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>.....FW	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.....FL	BODY	BODY .
CFX	You should get a boat ready to take the hawsers ashore.	CHD	BODY , <i>ies</i> , of (Vehicles, etc.).
	You should heave <i>to</i> . I will send a boat.....OP	CHE	BODY , <i>ies</i> , of (Human or Animal).
CFY	You should keep the boat.	CHF	BODY , <i>ies</i> of (Party of men, etc.).
	You should look out for boat in direction or position indicated.....IWE	CHG	BOIL , <i>s</i> .
	You should make a signal when you require a boat.....NMT		Boiling — <i>Am, Is, Are.</i>
	You should NOT attempt to land in your own boat, <i>s</i>.....FX	CHH	Boiled — <i>Has, Have, ing.</i>
CFZ	You should NOT send boat, <i>s</i> ashore after dark.	CHI	BOILER , <i>s</i> .
CGA	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.....SP	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.....JW
	You should send a boat to take off the crew.....FY	CHO	Boiler has been repaired.
	You should send a boat with a hawser...OJ		Boiler is leaking seriously.....PL
CGF	You should send a boat with a kedge anchor.	CHP	Number indicated boilers are alight.
CGG	You should send a boat with stretcher.		BOILERMAKER , <i>s</i> (Smiths).....RDL
CGH	You should send a water boat.		BOLLARD , <i>s</i>.....RDC
CGI	You should send back my boat.		Mooring bollard, <i>s</i>.....RDD
CGJ	You should send off a shore boat.	CHQ	BOLT , <i>s</i> .
CGK	You should send suitable boat, <i>s</i> to land passengers or persons indicated.		Bolting — <i>Am, Is, Are.</i>
CGL	You should send your boat to pass towing hawser.	CHR	Coupling bolt, <i>s</i> .
CGM	You should veer a boat astern.	CHS	Shaft coupling bolt, <i>s</i> .
CGN	Your boat, <i>s</i> should keep to leeward until picked up.	CHT	Bolted, <i>to</i> — <i>Has, Have, ing.</i>
	Your boat, <i>s</i> should keep to windward until hoisted.....FZ		BOND .
CGO	Are there any boats in sight?	CHU	In bond.
	Can I use my own boats for landing?..GB	CHV	BONE , <i>s</i> .
	Can you send a boat, <i>for, to?</i>.....GA	CHW	Collar bone, <i>s</i> .
	Have you seen or heard anything of my boat?.....GC	CHX	BOOK .
	How many serviceable boats have you?..GD		Book, <i>s</i> (Volume, <i>s</i>).
CGP	Hoist, <i>s</i> IN BOAT, <i>s</i> .	CHY	Signal book, <i>s</i> .
	Hoisting in boat, <i>s</i> — <i>Am, Is, Are.</i>	CHZ	Book, <i>s</i> (Buy Tickets for).
CGQ	I will hoist your boat, <i>s</i> .		Booking — <i>Am, Is, Are.</i>
CGR	You should hoist the boat.	CIA	Booked — <i>Has, Have, ing.</i>
CGS	You should hoist your boat, <i>s</i> .		BOOM .
CGT	Can you hoist my boat?	CIB	Jib boom.
CGU	Hoisted in boat, <i>s</i> — <i>has, have, ing.</i>	CIC	There is a boom across.
CGV	I have hoisted your boat, <i>s</i> .	CID	BORA .
CGW	LOWER, <i>s</i> BOAT, <i>s</i> .		BORDER , <i>s</i> , of (Boundary).....RDM
	Lowering boat, <i>s</i> — <i>Am, Is, Are.</i>	CIE	BORN .
CGX	I can not lower a boat.		<i>Was Born</i> in place indicated on.
		CIF	BOBBROW , <i>s</i> .
			Borrowing — <i>Am, Is, Are.</i>
		CIG	Borrowed — <i>Has, Have, ing.</i>
		CIH	BOTH .
		CIJ	BOTTLE , <i>s</i> , of.
			BOTTLED.....RDN
		CIK	BOTTOM , of.
			Coarse sand bottom.
		CIL	Coral bottom.
		CIM	Foul bottom for anchoring.
		CIN	Muddy bottom.
		CIO	Ooze bottom.
		CIP	Pebble bottom.
		CIQ	Rocky bottom.

CIB Sandy bottom.
CIS At the bottom.
CIT On the bottom, *of*.
CIU What is the nature of the bottom?
CIV SHIP'S BOTTOM.
 Bottom up.....RDO
CIW Double bottom, *s*.
CIX Foul bottom.
CIY Inner bottom.
CIZ Bottom damaged, floating on tank tops.
 Damage to double bottom underneath
 boilers.....EJB
BOUND.
 Bound, *for, to* (On the way).....RDP
 Bound from.....RDR
 Homeward bound.....HGM
CJA Inward bound.
 Outward bound.....RKQ
 Where are you bound?.....RV
CJB Bound to (Obliged to) — *Am, Is, Are*.
CJC Was, Were, bound to.
BOUNDARY, *ies, of*.....RDM
CJD BOUNDED by.
CJE BOW, *s*.
 Bows on, *to*.....RDS
CJF Bow, *s* on to the sea.
 Bows to, ward.....RDT
CJG On the bow.
CJH You should keep her bows on, *to*.
CJI PORT BOW.
CJJ On the port bow.
 You should place your vessel on my
 port bow.....KZZ
CJK STARBOARD BOW.
CJL On the starboard bow.
 You should place your vessel on my
 starboard bow.....LAA
CJM BOWSPRIT.
CJN BOX, *es, of*.
CJO BOY, *s, of*.
CJP BOYCOTT, *ed*.
CJQ BRACE, *s* (Rigging).
CJR BRACKET, *s* (Support).
CJS Propeller shaft bracket, *s*.
CJT BRACKISH.
CJU BRAIN.
CJV BRAKE, *s*.
 Braking — *Am, Is, Are*.
CJW Braked — *Has, Have, ing*.
CJX BRANDY.
CJY BRASS.
CJZ BRAZILIAN, *s*.
CKA BREAD.
CKB BREADTH, *of*.
CKC BREAK, *s, off*.
 Breaking, *off* — *Am, Is, Are*.
CKD Broken, Broke, *off* — *Has, Have, ing*.
 BREAK ADRIFT—*see*—Adrift.
CKE BREAK, *s* AWAY.
 Breaking away — *Am, Is, Are*.
CKF Broken, Broke, away — *Has, Have, ing*
 BREAK BULK—*see*—BULK.

CKG BREAK, *s* DOWN.
 Breaking down — *Am, Is, Are*.
CKH Broken, Broke, down — *Has, Have, ing*.
CKI BREAK, *s* INTO.
 Breaking into — *Am, Is, Are*.
CKJ Broken, Broke, into — *Has, Have, ing*.
CKK BREAK, *s* OUT, *of*.
 Breaking out, *of* — *Am, Is, Are*.
CKL Broken, Broke, out, *of* — *Has, Have, ing*.
CKM BREAK, *s* THROUGH.
 Breaking through — *Am, Is, Are*.
CKN Broken, Broke, through — *Has, Have, ing*.
CKO BREAK, *s* UP.
 Breaking up — *Am, Is, Are*.
CKP Broken, Broke, up — *Has, Have, ing*.
CKQ BREAKDOWN, *s, of* (Machinery).
CKR Owing to the breakdown, *of*.
CKS Owing to accident or breakdown, I am
 unable to proceed under steam.
BREAKER.
CKT BREAKER, *s* (Water cask).
 Boat's water breaker, *s*.....ORW
CKU BREAKER, *s* (Seas).
 Breakers, reef, rock, or shoal ahead of
 you.....GU
 Breakers, reef, rock, or shoal on your
 port bow.....GV
 Breakers, reef, rock, or shoal on your
 starboard bow.....GW
 You should look out for breakers.....IWF
CKV BREAKFAST.
CKW BREAKWATER, *s*.
BREATHING.
CKX Breathing is feeble.
CKY Breathing is labored.
CKZ BREEZE, *s*.
 For Light Breeze, etc.—*see*—Wind.
CLA Land breeze, *s*.
CLB Sea breeze, *s*.
CLC Steady breeze, *s*.
CLD Variable breezes.
CLE BRICK, *s*.
CLF BRICKWORK.
CLG BRIDGE, *s*.
CLH BRIEF, *ly*.
CLI BRIG, *s*.
CLJ BRIGANTINE, *s*.
CLK BRING, *s*.
 Bringing — *Am, Is, Are*.
CLL You should bring the vessel in as close
 as possible.
CLM Brought — *Has, Have, ing*.
CLN BRING, *s* BACK.
 Bringing back — *Am, Is, Are*.
CLO Brought back — *Has, Have, ing*.
CLP BRING, *s* OFF.
 Bringing off — *Am, Is, Are*.
CLQ Brought off — *Has, Have, ing*.
 BRING ON—*use*—Cause.
 BRING ON BOARD—*see*—Board

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

How must I bring the buoy to bear?....GQ
COB Buoyed — *Has, Have, ing.*
COS Is it, or are they, buoyed.
COT BUOYANCY.
COU BUREAU, s.
COV American Bureau of Shipping.
COW Bureau Veritas (French).
 Seamen's Employment Bureau.....RDU
COX BURGEES, s.
COY BURN, s.
 Burning — *Am, Is, Are.*
COZ Has burn on part of body indicated.
CPA Burned — *Has, Have, ing.*
CPB Burned down.
CPC BURNER, s.
CPD Oil-fuel burner, s.
CPE BURY, ies.
 Burying — *Am, Is, Are.*
CPF Buried — *Has, Have, ing.*
CPG BUSHEL, s.
CPH BUSINESS.
CPI I do business with.
CPJ You had better do business with Messrs.
CPK BUSY.
CPL BUT.
CPM But (Except).
CPN BUTTER.
CPO BUY, s, up.
 Buying, up — *Am, Is, Are.*
CPF Bought, up — *Has, Have, ing.*
CPQ Shall, Will, buy, up.
CPB BY.
CPS By time indicated.
CPT By (By means of).
 By (According to).....RAW
CPU BY ACCIDENT (By chance).
CPV C.
CPW C.
CPX CABIN, s.
 CABLE.
CPY CABLE, s (Chain).
CPZ Port cable.
CQA Starboard cable.
 I am about to veer my cable.....PTA
 I am dragging. Can veer no more
 cable and have no more anchors to
 let go.....LT
CQB I am obliged to slip my cable; pick it up
 for me.
 I am veering my cable, to length indi-
 cated.....PTB
 I CAN NOT veer any more cable....PTC
CQC I have made chain cable fast to towing
 haw.
 I have shortened in cable to length
 indicated.....NHN
 I have veered my cable, to length indi-
 cated.....PTK
CQD I require a cable of length and size
 indicated.
 I require number indicated anchor, s
 and cable, s.....AYA
 I shall veer length indicated of cable
 attached to towing hawser.....PTD

CQE If you part your cable beach your vessel
 where people are assembled or on
 bearing indicated from you.
CQF It is advisable to shorten in cable. NHG
 My cable has parted.
 My cable is in danger of parting.....GS
 You should be ready to slip your
 cable.....NPT
CQG You should clear your cable, s.
 You should shorten in your cable, to length
 indicated.....NHN
 You should slip your cable.....NPU
 You should veer your cable, to length
 indicated.....GT
CQH Has your cable parted?
CQI How much cable are you riding by?
 How much cable should I veer?....PTI
CQJ What is the length of your cable?
CQK What is the size, diameter, of your cable?
CQL CABLE, s (200 yards).
CQM Cable, s apart.
CQN CABLE, s (Electric).
CQO Telegraph, Submarine, cable, s.
 I have picked up telegraph cable with
 my anchor.....CX
 There is a telegraph cable in the direc-
 tion indicated from me.....HQ
 You should beware of telegraph cable
 on anchoring.....HZ
CQP You should keep out of my way. I am
 working on telegraph cable.
CQQ CABLEGRAM, s.
CQR By cable.
CQS CADET, s.
CALL
CQT CALL, s (By visual).
 Calling — *Am, Is, Are.*
CQU Called — *Has, Have, ing.*
CQV CALL, s, up (Radio only).
 Calling, up — *Am, Is, Are.*
CQW I have been calling vessel or station
 indicated but can get no reply.
 Called, up — *Has, Have, ing.*
CQX
CQY CALL, s FOR.
 Calling for — *Am, Is, Are.*
CQZ Called for — *Has, Have, ing.*
CRA Shall, Will, call for.
CRB CALL, s FOR ASSISTANCE.
 Calling for assistance — *Am, Is, Are.*
CRB Called for assistance — *Has, Have, ing.*
CRD CALL, s IN AT PLACE INDICATED.
 Calling in at place indicated — *Am,*
Is, Are.
 Agents order you to call in at place
 indicated.....AQJ
CRE I must call in, at place indicated.
 Owners order you to call at place indi-
 cated.....KMB
CRF You, or vessel indicated, should call in
 at place indicated if necessary for
 health of crew.
CRG You should call in at place indicated for
 letters.

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

CUN	TAKE, & CARE OF. Taking care of — <i>Am, Is, Are.</i>	CWO	Part of the cargo.
CUO	Taken, Took, care of — <i>Has, Have, ing.</i>	CWP	Part of cargo has been saved.
CUF	CAREFUL , ly.		Short of labor for working cargo..... <i>ICP</i>
CUQ	Be careful to.	CWQ	Tons of cargo.
CUR	Be careful NOT to.	CWR	With a cargo of.
CUS	CARELESS , ly.	CWS	You should do your utmost to deliver cargo at place indicated.
CUT	CARELESSNESS .		You should jettison deck cargo..... <i>HYR</i>
CUU	CARGO , es, of.		You should jettison part of cargo..... <i>HYS</i>
CUV	Bulk cargo.		You should keep clear of me. I am loaded with dangerous cargo..... <i>IC</i>
CUW	Dangerous cargo, es.	CWT	You, or vessel indicated, should prepare to take in cargo.
CUX	Dead-weight cargo.	CWU	You should send cargo. Can crew work cargo?..... <i>EEX</i>
CUY	Deck cargo.	CWV	For what port, s, have you cargo?
CUZ	Full cargo.	CWW	Has he, she, or vessel indicated, any cargo?
CVA	General, Various, cargo.	CWX	Have they any cargo?
CVB	Inflammable cargo, es.	CWY	Have you any cargo?
CVC	Live cargo.	CWZ	Have you dangerous cargo on board?
CVD	Measurement cargo.	CXA	Have you room and freeboard for more cargo?
CVE	Optional cargo, es.	CXB	How many tons dead-weight cargo do you require?
CVF	Overcarried cargo.	CXC	How many tons measurement cargo can you take?
CVG	Overstowed cargo.	CXD	How much cargo do you require, <i>for, to?</i>
CVH	Perishable cargo.	CXE	How much cargo have you, <i>for, to?</i>
CVI	Refrigerated cargo.	CXF	Is there any cargo?
CVJ	Return-cargo.	CXG	Is your cargo much damaged?
CVK	Special cargo, es.	CXH	To whom is your cargo consigned?
CVL	Valuable cargo.	CXI	What does cargo stow to the ton?
CVM	Cargo consists of.	CXJ	What is the condition of the cargo?
CVN	Cargo has been saved.	CXK	What is your cargo?
CVO	Cargo has been sold.	CXL	When do you wish to have the cargo?
CVP	Cargo has shifted.	CXM	Will he, she, or vessel indicated have any cargo?
CVQ	Cargo is damaged.	CXN	Will they have any cargo?
CVR	Cargo is damaged; extent not yet known.	CXO	Will you have any cargo?
CVS	Cargo is NOT much damaged.	CXP	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.	CXQ	CARPENTER , s.
CVY	Cargo is so badly stowed that I am not seaworthy.		CARRIAGE .
CVZ	Cargo must be loaded.	CXR	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>	CXY	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.	CYA	Carried away — <i>Has, Have, ing.</i>
CWI	I want number indicated tons dead-weight cargo.	CYB	CARRY, IES, ON (Continue).
CWJ	I want number indicated tons measure- ment cargo.		Carrying on — <i>Am, Is, Are.</i>
CWK	It is expected that the cargo will be saved. My cargo in the hold is on fire..... <i>NY</i>	CYC	Carried on — <i>Has, Have, ing.</i>
CWL	My cargo is consigned to.		
CWM	No cargo.		
CWN	Number indicated piece, s, of heavy-weight cargo. Heaviest weight is weight indi- cated.		

CYD CARRY, IES, OUT (Perform).
Carrying out — *Am, Is, Are.*

CYE Carried out — *Has, Have, ing.*

CYF **CARTRIDGE**, s.
CASE.

CYG CASE, s, of (Packing).

CYH Airplane case, s.

CYI CASE, s of (Instances).
In case, of ————— *REC*

CYJ CASE, s (Patient) ————— *KSE*
Infectious case, s.

CYK Suspected case, s, of

CYL A good many slight cases.

CYM I have had number indicated cases of.

CYN The case is serious and urgent.

CYO **CASH**, es.
Cashing — *Am, Is, Are.*

CYP I require amount indicated cash.

CYQ You should advise us as to the amount
of cash required on arrival, at place
indicated.

CYR Cashed — *Has, Have, ing.*

CYS CASH (Chinese coins).

CYT **CASING**, s (Engine room, etc.).

CYU **CASK**, s, of ————— *RCS*
CAST, S OFF.
Casting off — *Am, Is, Are.*

CYV Cast off — *Has, Have, ing.*

CYW Shall, Will, cast off.
CAST OFF TOW—*see*—Tow.

CYX **CASTING**, s (Founding, s).

CYY **CASUALTY**, ies.

CYZ Are there any casualties?

CZA **CATAPULT**, s.

CZB **CATCH**, es.
Catching — *Am, Is, Are.*

CZC Caught — *Has, Have, ing.*
Catch up—*use*—Overtake.

CZD **CATTLE**.

CZE **CAULK**, s.
Caulking — *Am, Is, Are.*

CZF Caulked — *Has, Have, ing.*

CZG **CAUSE**, s.
Causing — *Am, Is, Are.*

CZH Cause, s, unknown.

CZI What is the cause, of?

CZJ Caused — *Has, Have, ing.*
CAUTION.

CZK CAUTION (Care).

CZL Caution is necessary.
You should proceed with great caution
at easy speed. ————— *TF*

CZM CAUTION (Warning).

CZN **CAUTIOUS**, ly.

CZO **CELEBRATION**, s.

CZP **CEMENT**, s, ing.

CZQ Cemented — *Has, Have, ing.*

CZR **CENTIGRADE**.

CZS Number indicated degrees centigrade.

CZT Degree, s below zero centigrade.

CZU **CENTIMETER**, s.

CZV Centimeter, s thick.

CZW Square centimeter, s.

CZX **CENTRAL**.

CZY **CENTER**, s, of.

CZZ **CEREBROSPINAL MENINGITIS**.

DAA **CEREMONY**, ies, ial.
CERTAIN—*use*—Some.
CERTAIN, that, to (Sure) ————— *RED*
Certain not to ————— *REE*
Certain of, as to ————— *REF*
It is certain, that, to ————— *REG*
It is NOT certain, that, to ————— *REH*

DAB MAKE, s CERTAIN, that, of.
Making certain, that, of — *Am, Is, Are.*

DAC You should make certain, of, that.

DAD Made certain, that, of — *Has, Have, ing.*

DAE **CERTAINLY**.

DAF **CERTIFICATE**, s, of.

DAG A. A. certificate, s.

DAH B. B. certificate, s.

DAI Cargo gear certificate, s.

DAJ Certificate, s of competency (Officers).

DAK Certificate, s of nationality.

DAL Certificate, s of origin.

DAM Certificate, s of seaworthiness.

DAN Certificate, s of survey.

DAO Certificate, s of tonnage.

DAP Crew's insurance certificate, s.

DAQ Danube certificate, s.

DAR Freeboard certificate, s.

DAS Fumigation or deratization certificate, s.

DAT Fumigation exemption certificate, s.

DAU Grain certificate, s.

DAV Load line certificate, s.
Loading certificate, s. ————— *REI*

DAW Panama Canal certificate, s.

DAX Passenger certificate, s.

DAY Pratique certificate, s.

DAZ Safety certificate, s.

DBA Safety radiotelegraphy certificate, s.

DBB Ship's certificate, s of registry.

DBC Suez Canal certificate, s.

DBD I have a deratization certificate issued at
place indicated on date indicated.

DBE I have a deratization-exemption certificate
issued at place indicated on date indi-
cated.

DBF I have no certificate.

DBG Have you a deratization or deratization-
exemption certificate; if so, at what port
was it issued and on what date?

DBH **CERTIFY**, ies, that.
Certifying, that — *Am, Is, Are.*

DBI Certified, that — *Has, Have, ing.*

DBJ **CH** (Letters).

DBK **CHAFE**, s.
Chafing — *Am, Is, Are.*

DBL **CHAIN**, s.
Chaining — *Am, Is, Are.*

DBM Rudder chain, s.

DBN Chained — *Has, Have, ing.*
CHANCE.

DBO If by chance.

Your only chance of safety is to.....*MTV*
DBP **CHANCER.**
CHANDLER.
DBQ Ship chandler, s.
DBR **CHANGE**, s. *over.*
 Changing, *over* — *Am, Is, Are.*
DBS There is no change, *in.*
DBT There will be no change until.
DBU Is there any change, *in?*
DBV Changed, *over* — *Has, Have, ing.*
DBW Shall, Will, change, *over.*
DBX **CHANNEL**, s.
 For phrases—see—"Fairway."
DBY Channel is passable.
DBZ Channel is impassable.
DCA Cross channel.
DCB Down channel.
 Eastern channel*FLC*
 Ice channel, s.*RIO*
 Northern channel.....*JVE*
 Southern channel.....*NUE*
DCC Up channel.
 Western channel.....*QLU*
DCD **CHAPLAIN**, s.
DCE **CHAPTER**, s, *No.*, s.
CHARGE.
DCF **CHARGE**, s, *for* (Price and Dues).
DCG Landing charges.
 Port charges.....*REJ*
DCH Stevedoring charges.
DCI Charges are moderate.
DCJ Are the charges moderate?
DCK Are there any charges?
DCL What are the charges?
DCM **CHARGE**, s (Ask a price).
 Charging — *Am, Is, Are.*
DCN Charged — *Has, Have, ing.*
DCO **CHARGE**, s (Accuse, ation).
 Charging — *Am, Is, Are.*
DCP Charged — *Has, Have, ing.*
DCQ **CHARGE**, of (Command).
DCR In charge of.
DCS **CHARGE**, of (Custody).
 In charge of.....*REK*
DCT **CHART**, s, *of*
DCU Coast chart, s, *of.*
DCV General chart, s, *of.*
DCW Gnomonic chart, s.
DCX Mercator chart, s, *of.*
DCY Meteorological chart, s.
DCZ Pilot chart, s.
DDA Variation chart, s.
ddb Chart, s CAN NOT be obtained, *at.*
DDC I have no chart of.
DDD I require a chart of.
 I require a chart of the channel.....*IU*
 I require a chart of the harbor.....*IV*
DDE My charts are corrected.
DDF My charts are NOT corrected.
DDG Are your charts corrected?
DDH Can you spare me a chart of.
DDI Have you a chart of.

DDJ **CHARTER**, s.
 Chartering — *Am, Is, Are.*
DDK Time charter.
DDL Charter is canceled.
DDM I shall miss my charter.
DDN Chartered — *Has, Have, ing.*
DDO Chartered vessel, s.
DDP I am chartered for.
DDQ I am NOT chartered.
DDR You are chartered for.
DDS Are you chartered?
DDT **CHARTER PARTY**, ies.
DDU Charter party stipulates number indicated
 tons per day must be discharged.
DDV Charter party will be canceled.
 Terms of charter party.....*OUZ*
DDW **CHARTERAGE** (Money).
DDX **CHARTERER**, s.
DDY Charterers instruct, *that.*
DDZ Charterers order you to.
DEA Charterers order you to proceed to.
DEB Charterers order you to proceed with
 utmost speed direct to place indicated.
DEC Charterers request, *that.*
DED I, We, have arranged with charterers.
 In accordance with special arrangement
 with charterers.....*BFE*
CHASED.
DEE I am being chased by.
DEF **CHEAP**, ly.
DEG *The CHEAPER, than.*
DEH **CHEAPEST**, *The.*
CHECK.....*DEJ*
DEI **CHEMICAL**, s.
CHEMIST, s.....*REL*
DEJ **CHEQUE**, (check) s.
CHEST.
DEK **CHEST**, s, *of* (Box).
DEL Medicine chest.
DEM **CHEST** (Part of body).
DEN **CHIEF**, s.
DEO Chief of Staff.
DEP **CHIEFLY**.
DEQ **CHILD**, ren.
DER **CHILEAN**, s.
DES **CHILENO**, s.
DET **CHIMNEY**, s.
DEU **CHINESE**.
DEV **CHOCK**, s.
DEW **CHOKE**, s.
 Choking — *Is, Are.*
 Choked — *Has, Have, ing.*
DEX **CHOLERA**.
DEY **CHOOSE**, s.
 Choosing — *Am, Is, Are.*
DFA Chosen — *Has, Have, ing.*
DFB **CHOPPY**, *Sea.*
DFC **CHRISTIAN**, s.
DFD **CHRISTMAS**.
DFE **CHRONOMETER**, s.
DFG Chronometer error.
 Comparison of chronometer, s.

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

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

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.	DMR			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.	DMS			COMATOSE.
	COFFERDAM.	DMT			COMBINATION, s.
DLO	After cofferdam.	DMU			COMBINE, s, with.
DLP	Forward cofferdam.				Combining, <i>with</i> — <i>Am, Is, Are.</i>
DLQ	COIL, s (Rope, etc.).	DMV			Combined, <i>with</i> — <i>Has, Have, ing.</i>
	Coiling — <i>Am, Is, Are.</i>	DMW			Combined in — <i>Has, Have, ing.</i>
DLR	Coiled — <i>Has, Have, ing.</i>	DMX			COMBUSTIBLE, s.
DLS	COLD.				I am loaded with combustibles..... <i>IUF</i>
DLT	COLIC.	DMY			COMBUSTION.
DLU	COLLAPSE, s.				Combustion chamber crown, <i>s, has, have,</i>
	Collapsing — <i>Is, Are.</i>				collapsed.
DLV	Collapsed — <i>Has, Have, ing.</i>	DMZ			<i>By, Spontaneous combustion.</i>
DLW	COLLECT, s.	DNA			COME, s.
	Collecting — <i>Am, Is, Are.</i>				Coming — <i>Am, Is, Are.</i>
DLX	Collected — <i>Has, Have, ing.</i>				You should come into the basin... <i>BUL</i>
DLY	Collected by.	DNB			You should come within hail..... <i>KW</i>
DLZ	Collected from.	DNC			Come, Came — <i>Has, Have, ing.</i>
DMA	COLLIDE, s, ing, with.				Shall, Will, come.
DMB	Collided, <i>with</i> — <i>Has, Have, ing.</i>				COME ALONGSIDE—see—Alongside.
DMC	I have, or vessel indicated has, collided with iceberg.	DND			COME, s, DOWN.
	What is the name of vessel with which you collided?..... <i>SB</i>				Coming down — <i>Am, Is, Are.</i>
	Where is the vessel that collided with you?..... <i>PWR</i>	DNE			Come, Came, down — <i>Has, Have, ing.</i>
DMD	COLLIER, s.	DNF			COME, s FROM.
DME	COLLISION, with.				Coming from — <i>Am, Is, Are.</i>
DMF	Collision shield, <i>s, mat, s.</i>	DNG			COME, s IMMEDIATELY.
DMG	In collision, <i>with.</i>				Coming immediately — <i>Am, Is, Are.</i>
	Damage in collision, <i>with</i> <i>EIU</i>	DNH			COME, s IN, to (Enter).
	I have been in collision, <i>with</i> <i>IW</i>				Coming in, <i>to</i> — <i>Am, Is, Are.</i>
DMH	I have been in collision with unknown vessel.	DNI			Come, Came, in, <i>to</i> — <i>Has, Have, ing.</i>
	I have received serious damage in collision..... <i>IX</i>				COME INTO EFFECT—use—Come into force.
	I have not received damage in collision..... <i>EJO</i>	DNJ			COME, s OFF (From the shore).
	There has been a collision between vessels indicated..... <i>IZ</i>				Coming off — <i>Am, Is, Are.</i>
	Vessel indicated has been in collision... <i>JA</i>	DNK			Come, Came, off — <i>Has, Have, ing.</i>
	Has the vessel with which you have been in collision resumed her voyage?..... <i>JB</i>	DNL			COME, s OUT, of.
	Have you been in collision?..... <i>JC</i>				Coming out, <i>of</i> — <i>Am, Is, Are.</i>
	Have you received any damage in collision?..... <i>EJX</i>	DNM			Come, Came, out, <i>of</i> — <i>Has, Have, ing.</i>
DMI	COLOMBIAN, s.	DNN			COMMAND, s.
DMJ	COLON, es.				Commanding — <i>Am, Is, Are.</i>
DMK	COLONIAL.	DNO			In command, <i>of.</i>
DML	COLONY, ies.	DNP			Under the command of.
DMM	COLOR, s, of (Hue).	DNQ			Commanded — <i>Has, Have, ing.</i>
DMN	Colored.	DNR			TAKE, s COMMAND OF.
DMO	COLORS (National).				Taking command of — <i>Am, Is, Are.</i>
DMP	Vessels on entering should show their colors.	DNS			Taken, Took, command of — <i>Has, Have, ing.</i>
DMQ	Vessels on leaving should show their colors.	DNT			UNDER COMMAND (Manageable).
		DNU			Not under command.
					Not under command lights..... <i>IOH</i>
					Not under command signals..... <i>NLP</i>
					My vessel is not under command... <i>LZ</i>
		DNV			Vessel, <i>s</i> not under command.
		DNW			COMMANDER, s (Naval Rank).
					COMMANDER IN CHIEF.
		DNX			COMMANDER IN CHIEF (Afloat).
		DNY			COMMANDER IN CHIEF (Ashore).
		DNZ			COMMENCE, s, to.
					Commencing, <i>to</i> — <i>Am, Is, Are.</i>
		DOA			When did he, she, it, commence, <i>to?</i>

DOB When do you commence, *to?*
DOC When does he, she, it, commence, *to?*
DOD Commenced, *to* — *Has, Have, ing.*
DOE COMMENCE, *s* AT.
 Commencing at — *Am, Is, Are.*
DOF Commenced at — *Has, Have, ing.*
DOG Shall, Will, commence at.
DOH COMMENCE, *s* BY, WITH.
 Commencing by, with — *Am, Is, Are.*
DOI Commenced by, with — *Has, Have, ing.*
DOJ Shall, Will, commence by, with.
DOK COMMENCE, *s* ON (Date).
 Commencing on — *Am, Is, Are.*
DOL Commenced on — *Has, Have, ing.*
DOM Shall, Will, commence on.
DON JUST COMMENCED, *to* — *Has, Have, ing.*
DOO COMMENCEMENT, *of.*
DOP After commencement, *of.*
DOQ Before commencement, *of.*
DOR Since the commencement, *of.*
DOS COMMERCE.
DOT COMMERCIAL, *ly.*
 COMMISSION.
DOU COMMISSION, *s* (Committee or Board).
DOV COMMISSION, *s* (Errand, *s*).
DOW COMMISSION, *s* (Period of ship's service).
DOX COMMISSION, *s* (Put a ship into service).
 Commissioning — *Am, Is, Are.*
DOY Commissioned — *Has, Have, ing.*
DOZ COMMODITY, *ies.*
DPA COMMODORE, *s.*
DPB COMMON, *ly.*
 COMMUNICATE.
DPB COMMUNICATE, *s*, *with* (Connect or have contact).
 Communicating, *with* — *Am, Is, Are.*
 You should NOT communicate with the shore, or vessel indicated. — *JH*
DPD Communicated, *with* — *Has, Have, ing.*
DPE Shall, Will, communicate, *with.*
DPF COMMUNICATE, *s* (By letter, message, etc.).
 Communicating — *Am, Is, Are.*
 I CAN NOT stop to communicate with you. — *WX*
DPG I have something to communicate.
DPH I, or person, *s* indicated, will communicate information by radio, at time indicated.
DPI I wish to communicate with.
DPJ NOTHING to communicate.
DPK Please communicate.
DPL You can communicate with place indicated and get a reply in time indicated.
DPM You should communicate the following to person, *s* indicated.
 Can you communicate with the airplane? — *CL*
 Can you communicate with the airship? — *CM*
DPN Will you kindly communicate the following at our expense?
DPO Will you kindly communicate the following to.

DPP Will you kindly make every endeavor to communicate the following?
DPQ Communicated — *Has, Have, ing.*
DPR Shall, Will, communicate.
COMMUNICATION.
DPS COMMUNICATION, *with* (Connection or Contact).
DPT Communication by cable, *with.*
DPV Communication by land telegraph, *with.*
DPV Communication by visual signaling, *with.*
DPW Communication with the shore.
DEX In communication with.
DPY I am in communication with.
 I wish to have personal communication with you. — *JG*
DPZ Out of communication, *with.*
DQA Postal communication, *with.*
DQB Have you had any communication with the shore?
DQC Is there any air communication with place indicated?
DQD COMMUNICATION, *s* (Letters, Messages, etc.)
DQE The Following communication, *s.*
COMMUNICATIONS, Ministry of — *JJK*
DQF COMPANION, *s.*
DQG COMPANY, *ies* (Corporation).
DQH And Company (& Co.).
DQI Insurance company, *ies.*
DQJ Railway company, *ies.*
 Salvage company, *ies* — *RBZ*
DQK Ship's company.
DQL Shipping company, *ies.*
DQM Whaling company, *ies.*
DQN IN COMPANY, *with.*
DQO COMPARATIVE, *ly.*
DQP COMPARISON, *s*
 Barometer comparison. — *BTU*
 Comparison of chronometer, *s*. — *DFG*
 I wish to get a rate for my chronometer.
 Will you give me a comparison? — *DFJ*
 Will you give me another chronometer comparison? — *DFR*
DQQ COMPARTMENT, *s.*
DQR Double-bottom compartment, *s.*
DQS Water-tight compartment, *s.*
DQT In several compartments.
DQU In the indicated compartment, *s.*
DQV COMPASS, *es.*
DQW Spare compass, *es.*
DQX Standard compass, *es.*
DQY Steering compass, *es.*
DQZ GYROCOMPASS, *es.*
DRA Repeater gyrocompass, *es.*
DRB My gyrocompass has broken down.
DRC COMPEL, *s.*
 Compelling — *Am, Is, Are.*
DRD Compelled, *to* — *Has, Have, ing.*
DRE COMPENSATE, *s.*
 Compensating — *Am, Is, Are.*
DRF Compensated — *Has, Have, ing.*
DRG COMPENSATION, *s.*
DRH Compensation for.

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

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

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

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

	You should take off crew.....	<i>OQW</i>	EGS	Is there much current?
	You should take off passengers and crew		EGT	What is the set and drift of the current, or tide?
	.....	<i>OQX</i>	EGU	CUSTODY , <i>of</i> .
EEW	Are all your crew on board?			IN THE CUSTODY of (In charge of).... <i>REK</i>
EEY	Can crew work cargo?			CUSTOM .
	Can I obtain crew, <i>of</i> ?		EGV	Custom of the port.
	Can you take off crew?.....	<i>OQY</i>	EGW	CUSTOMARY .
	Have you any news of the crew?....	<i>JTC</i>	EGX	CUSTOMER , <i>s</i> .
EEZ	How many crew have you on board?		EGY	CUSTOMS (Excise).
EFA	What has become of the crew?		EGZ	Customs CAN NOT board you.
EFB	What is the number of the crew?		EHA	Customs have NOT yet boarded me.
EFC	What is the total number of crew on board?			Customs officer, <i>s</i> , <i>at</i> <i>RKM</i>
EFD	CRIME , <i>s</i> .		EHB	Customs officer, <i>s</i> , <i>is</i> , <i>are</i> , <i>on the way out</i> to you.
EFE	CRIMINAL , <i>s</i> .		EHC	I require customs officer.
EFF	CRITICAL .		EHD	You should wait till customs board you.
EFG	CROATIAN , <i>s</i> .		EHE	Have customs boarded you?
	CROSS .		EHF	CUSTOMS HOUSE , <i>at</i> .
EFH	Cross, <i>ES</i> (Mark or Object).			Cleared at the Customs House — <i>Has</i> ,
EFI	Cross, <i>ES</i> , <i>over</i> (Go or Come across).			<i>Have</i> , <i>ing</i> <i>DHR</i>
	Crossing, <i>over</i> — <i>Am</i> , <i>Is</i> , <i>Are</i> .			I have entered at the Customs House. <i>FQA</i>
EFJ	Crossed, <i>over</i> — <i>Has</i> , <i>Have</i> , <i>ing</i> .			When entering at the Customs House. <i>FPY</i>
EFK	Shall, Will, cross, <i>over</i> .			Have you cleared the Customs House?
EFL	Cross, <i>ES</i> (Intersect).			.....<i>DHT</i>
	Crossing — <i>Is</i> , <i>Are</i> .			Is your vessel entered at the Customs House?..... <i>FQB</i>
EFM	CROWD , <i>s</i> .			CUT .
	Crowding — <i>Am</i> , <i>Is</i> , <i>Are</i> .		EHG	Cut, <i>s</i> (Gash, Sever).
EFN	Crowded — <i>Has</i> , <i>Have</i> , <i>ing</i> .			Cutting — <i>Am</i> , <i>Is</i> , <i>Are</i> .
EFO	CRUISE , <i>s</i> .		EHH	Cut — <i>Has</i> , <i>Have</i> , <i>ing</i> .
	Cruising — <i>Am</i> , <i>Is</i> , <i>Are</i> .			CUT ACROSS— <i>use</i> —Pass across.
EFP	Cruised — <i>Has</i> , <i>Have</i> , <i>ing</i> .		EHI	CUT, <i>s</i> AWAY.
EFQ	Shall, Will, cruise.			Cutting away — <i>Am</i> , <i>Is</i> , <i>Are</i> .
EFR	CRUISER , <i>s</i> .		EHJ	Cut away — <i>Has</i> , <i>Have</i> , <i>ing</i> .
EFS	Armed Merchant Cruiser, <i>s</i> .		EHK	CUTTER , <i>s</i> (Boat).
EFT	Battle Cruiser, <i>s</i> .		EHL	Revenue Cutter, <i>s</i> .
EFU	CUBAN , <i>s</i> .			CWT . (112 pounds)..... <i>HIY</i>
EFV	CUBIC .		EHM	CYANOSIS .
	CURRENT .		EHN	CYCLONE , <i>s</i> , <i>ic</i> .
EFW	CURRENT (Electric).		EHO	Center of cyclone, hurricane, typhoon.
EFX	CURRENT, <i>s</i> (Sea, Air, etc.).		EHP	Tail of a cyclone, hurricane, typhoon.
EFY	Cold current, <i>s</i> .		EHQ	Cyclone, Hurricane, Typhoon is approaching from direction indicated.
EFZ	Cross current, <i>s</i> .			Cyclone, Hurricane, Typhoon, is approaching. You should put to sea at once.. <i>GY</i>
EGA	Off-shore current.		EHR	Cyclone, Hurricane, Typhoon is centered over.
RGB	On-shore current.		EHS	Cyclone, Hurricane, Typhoon is deepening.
EGC	Strong current, <i>s</i> .		EHT	Cyclone, Hurricane, Typhoon is developing.
EGD	Strong favorable current, <i>s</i> .		EHU	Cyclone, Hurricane, Typhoon is filling up.
EGE	Strong head current.		EHV	Cyclone, Hurricane, Typhoon is moving.
BGF	Warm current.		EHW	You are steering toward the center of the cyclone, hurricane, typhoon.
EGG	Against the current.			You should prepare for a cyclone, hurricane, typhoon..... <i>IK</i>
EGH	With the current.		EHX	You should steer course indicated to avoid the center of the cyclone, hurricane, typhoon.
EGI	Current is very uncertain.		EHY	How must I steer to avoid the center of the cyclone, hurricane, typhoon?
EGJ	Current runs number indicated knots.		EHZ	CYLINDER , <i>s</i> .
EGK	Current, or tide, sets off shore.		EIA	CZECHOSLOVAKIAN , <i>s</i> .
EGL	Current, or tide, sets on shore.			
EGL	Current, or tide, sets to the.			
EGM	Current, or tide, will run very strong.			
EGN	I CAN NOT stem the current, or tide.			
EGO	I have experienced exceptional current.			
EGP	There is less current inshore, or in direction indicated.			
EGQ	You should keep out of the current, or tide..... <i>IF</i>			
RGB	Has there been any change in direction or strength of the current?			

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..... KB
EIK	Damage by heavy weather.		My vessel is very seriously damaged..... KA
EIL	Damage by smoke.		Is your vessel, or vessel indicated, seriously damaged?..... KE
EIM	Damage, <i>s</i> by storm.	EKH	Are you damaged?..... REY
EIN	Damage by water.	EKI	DAMP, ness, of
EIO	Damage can be repaired.	EKL	DANE, s, ish.
EIP	Damage can be repaired at sea.	EKM	DANGER, s.
EQ	Damage can be repaired at sea with assistance.	EKN	Danger to navigation.
EIR	Damage CAN NOT be repaired.	EKO	In danger, <i>of.</i>
	Damage CAN NOT be repaired at sea, or place indicated..... JX	EKP	In great danger, <i>of.</i>
	Damage, or defects, CAN NOT be repaired without assistance..... JY		In no danger, <i>of.</i>
EIS	Damage caused by.		No danger, <i>of.</i>
EIT	Damage has not been ascertained.		Out of danger.
EIU	Damage in collision, <i>with.</i>		There is danger from mines in this area, or area indicated..... RO
EIV	Damage is repaired.	EQ	There is no danger, <i>from, of.</i>
EIW	Damage is serious.		Vessel indicated is standing into danger..... HV
EIX	Damage is slight.		You are clear of all danger..... HW
EIY	Damage to.	EKR	You are in danger, <i>from, of.</i>
EIZ	Damage to boiler, <i>s.</i>		You are standing into danger..... U or JD
EJA	Damage to bottom.	EKS	Are you in danger, <i>from, of</i> IT'
EJB	Damage to double bottom underneath boilers.	EKT	Have you gotten out of danger?
EJC	Damage to cargo.		Is there any danger, <i>from, of.</i>
EJD	Damage to engine, <i>s.</i>	EKU	Is there any danger from mines?..... RQ
EJE	Damage to hull.		DANGEROUS, ly.
EJF	Damage to propellor, <i>s.</i>	EKV	Dangerous to life.
EJG	Damage to propellor shaft, <i>s.</i>	EKW	Dangerous to navigation.
EJH	Damage to radio.	EKX	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..... HJ
EJK	Damage to vessel.		It is dangerous to come into less than number indicated meters of water..... HK
EJL	Damage to windlass.		It is dangerous to proceed without a pilot..... SM
EJM	Extent of damage, <i>to, in.</i>		Navigation is dangerous owing to..... HM
EJN	Extent of damage NOT known.		You are in a dangerous position..... HX
	I have received serious damage in collision..... IX		You should beware of derelict dangerous to navigation in position indicated... HY
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) REZ
EJV	Without, <i>No</i> , considerable damage.	ELF	DATE, s.
	Can damage be repaired at sea?..... KC		Dating — <i>Am, Is, Are.</i>
	Can you repair damage without assistance?..... KD		
EJW	Have you received any damage?		
EJX	Have you received any damage in collision?		

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

EPI Engine defect, s.
EPJ Owing to the defect, s, in, of.
 Defects CAN NOT be repaired without assistance.....JY
 You, or vessel indicated, should telegraph nature of boiler defect.....OTR
EPK DEFECTIVE.
EPL DEFENCE, s.
EPM DEFENCELESS.
EPN DEFEND, s.
 Defending — Am, Is, Are.
EPO Defended — Has, Have, ing.
DEFER—use—Postpone.
EPF DEFICIENCY, ies, of.
EPQ DEFY, ies.
 Defying — Am, Is, Are.
EPR DEGREE, s, Of.
 At an angle of number indicated degrees.....BBH
 Number indicated degrees centigrade...CZS
 Number indicated degrees fahrenheit...FYD
 Degree, s, below zero centigrade....CZT
EPS DELAY, s.
 Delaying — Am, Is, Are.
EPT Cause, s, of delay.
EPU How long will the delay be?
 Number indicated hours delay.....HIF
EPV Owing to the delay, s, at, in.
EPW Some delay.
EPX There may be delay in telegraphing message, s.
EPY Without delay.
EPZ Without delaying the vessel.
EQA Delayed — Has, Have, ing.
EQB Delayed by.
EQC Delayed by bad weather.
EQD Delayed by fog.
EQE DELETE, s.
 Deleting — Am, Is, Are.
EQF You should delete the following:
EQG Deleted — Has, Have, ing.
EQH Deleted from.
EQI DELETION, s.
EQJ DELIRIOUS.
EQK DELIRIUM.
EQL Delirium tremens.
EQM DELIVER, s.
 Delivering — Am, Is, Are.
 You should do your utmost to deliver cargo at place indicated.....CWS
EQN Delivered — Has, Have, ing.
 Have you delivered the message, s?...JGW
EQO When will, it, they, be delivered?
EQP Shall, Will, deliver.
EQQ DELIVERY, ies.
EQR Delivery on demand.
EQS Earliest delivery, of.
EQT Early delivery.
EQU On delivery, of.
EQV DELTA.
EQW DEMAND, s.
 Demanding — Am, Is, Are.
EQX Demand, s, for.

EQY Demands of.
EQZ In demand.
ERA On demand, of.
ERB Demanded — Has, Have, ing.
ERC DEMONSTRATION, s.
ERD DEMURRAGE.
 Number indicated days demurrage...EMT
ERF DENGUE.
ERF DENIAL, s, of.
ERG DENSE, ly.
ERH DENSITY.
ERI DENT, s, ing, in.
ERJ Dented — Has, Have, ing.
ERK DENTIST, s.
ERL DENY, ies.
 Denying — Am, Is, Are.
ERM Denied — Has, Have, ing.
ERN DEPARTMENT, s.
ERO Mercantile Marine Department.
ERP DEPARTURE, s, at, on.
ERQ After the departure, of, from.
ERR Before the departure, of, from.
ERS Immediate departure, of.
ERT On departure, from.
ERU On your departure.
ERV Until departure, of.
ERW DEPEND, s, on.
 Depending on — Am, Is, Are.
ERX Depended on — Has, Have, ing.
ERY DEPENDENT, s.
ERZ DEPOSIT, s (Money or Put in safe-keeping).
 Depositing — Am, Is, Are.
ESA Deposited — Has, Have, ing.
ESB DEPOT, s, for.
ESC Coaling depot, s, at.
ESD Diesel oil depot, s, at.
ESE Oil fuel depot, s, at.
ESF DEPRESSION.
ESG Meteorological office reports depression approaching from direction indicated.
ESH Secondary depression, s.
ESI DEPTH, s, of.
ESJ At a depth of.
 At time indicated there will be number indicated feet of water over the bar...BTD
 At time indicated there will be number indicated meters of water over the bar.....BTE
ESK Depth at high water.
ESL Depth at low water.
ESM In depths of less than.
ESN Is there sufficient depth of water?
ESO The least depth of water in the fairway is number indicated feet.
ESP The least depth of water in the fairway is number indicated meters.
 There are number indicated feet of water on the bar now, or at time indicated.....VN
 There are number indicated meters of water on the bar now, or at time indicated.....VO