B.R. 98

BOAT'S SIGNAL BOOK

1944

B.R. 98 (44)

BOAT'S SIGNAL BOOK

1944

M. 01388/44

ADMIRALTY, S.W.1.

The " Boat's Signal Book 1944 " is to be brought into force when so ordered by the Admiralty.

2. When brought into force it will supersede Boat's Signal Book, 1935, and reprints thereof.

By Command of Their Lordships,

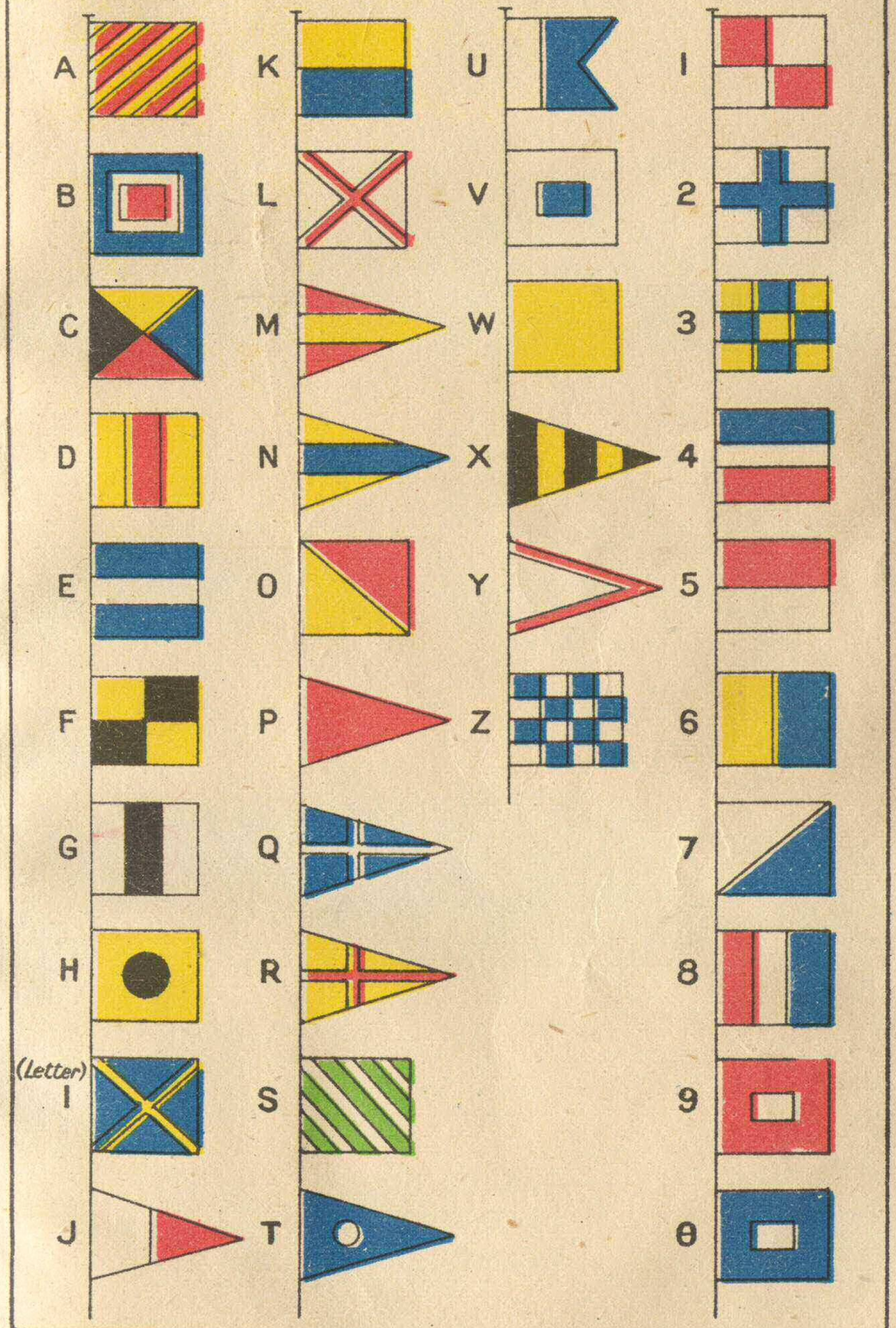
H. V. Markham

Certificate of Insertion of Amendments, etc.

No. of Correction.	*Authority.*	*Initials.*	*Rank.*	*Date of Insertion.*

PLATE I.

ALPHABETICAL & NUMERAL FLAGS USED IN NAVAL SIGNALLING.



L.2145.56398.D876J.30000.1/45

Malby & Sons, Litho.

PLATE II.

SPECIAL FLAGS USED IN NAVAL SIGNALLING.

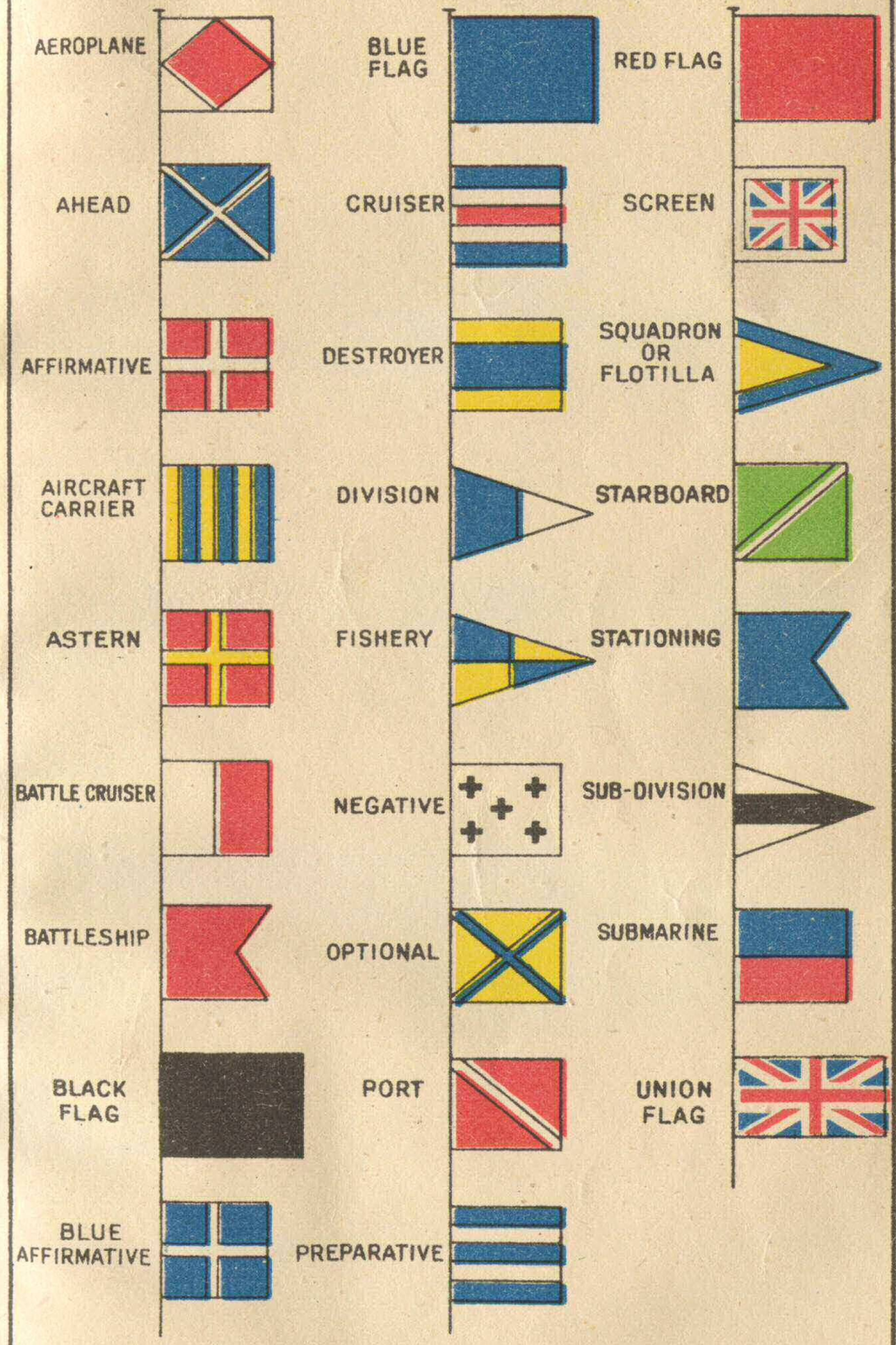


PLATE III.

NUMBERED & SPECIAL PENDANTS USED IN NAVAL SIGNALLING.

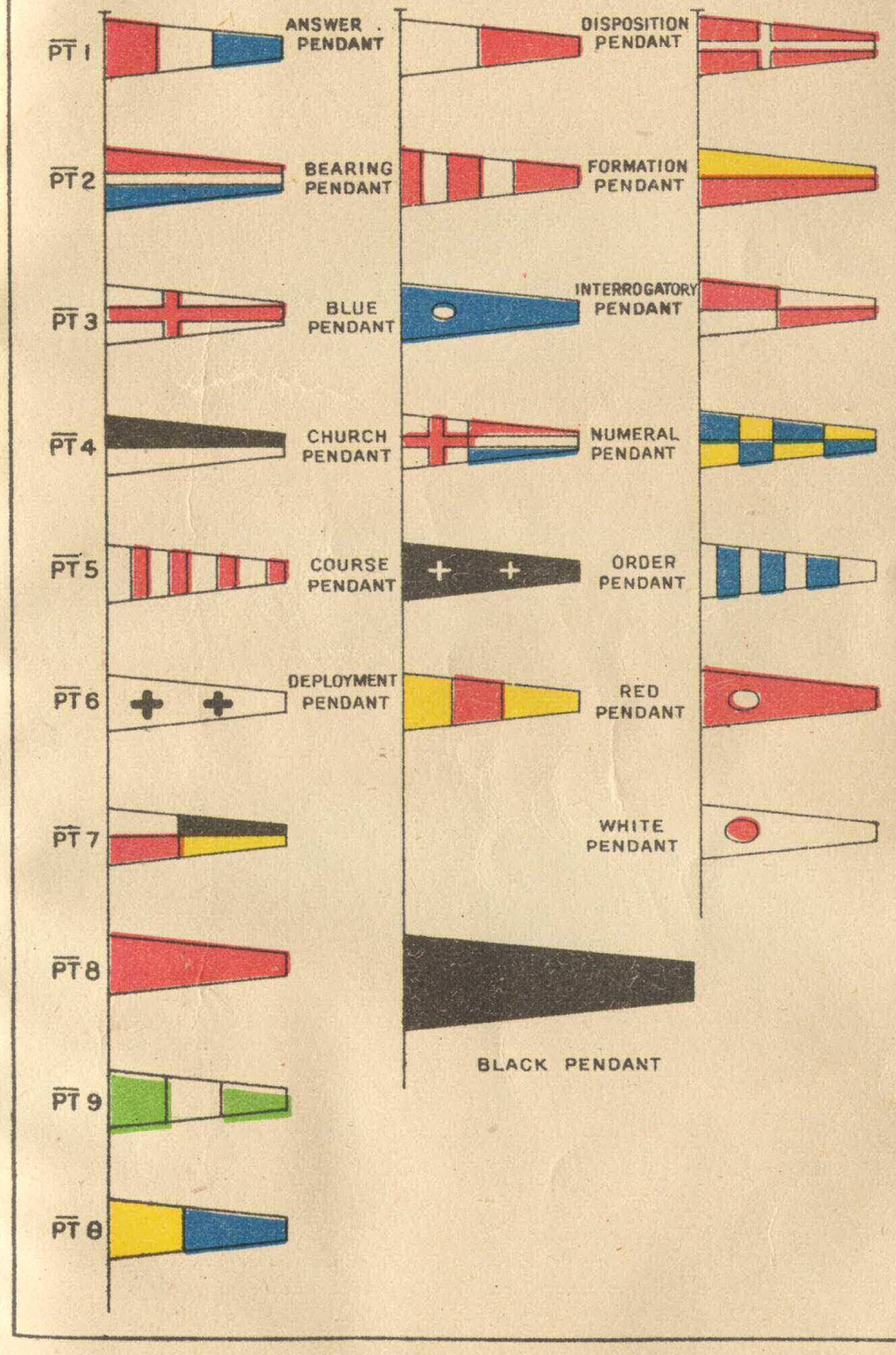


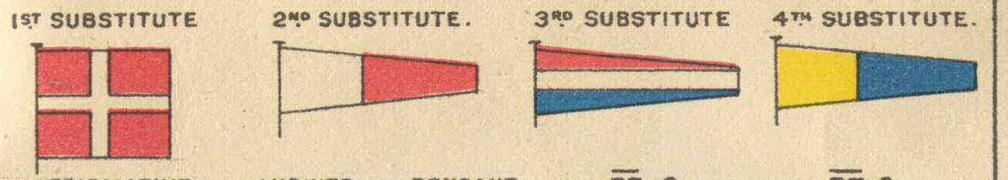
PLATE IV.

SUBSTITUTES.

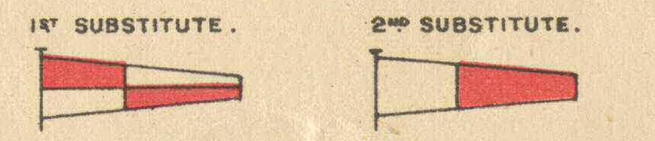
THE 1ST SUBSTITUTE ALWAYS REPEATS THE UPPER FLAG OR PENDANT OF A SERIES THE 2ND SUBSTITUTE REPEATS THE SECOND FLAG OR PENDANT, THE 3RD SUBSTITUTE REPEATS THE THIRD FLAG, AND THE 4TH SUBSTITUTE REPEATS THE FOURTH FLAG.

Note:-*The Numeral Pendant when hoisted between Nuneral flags is not to be considered as breaking the series.*

FOR FLAGS.



FOR PENDANTS.



EXAMPLES.

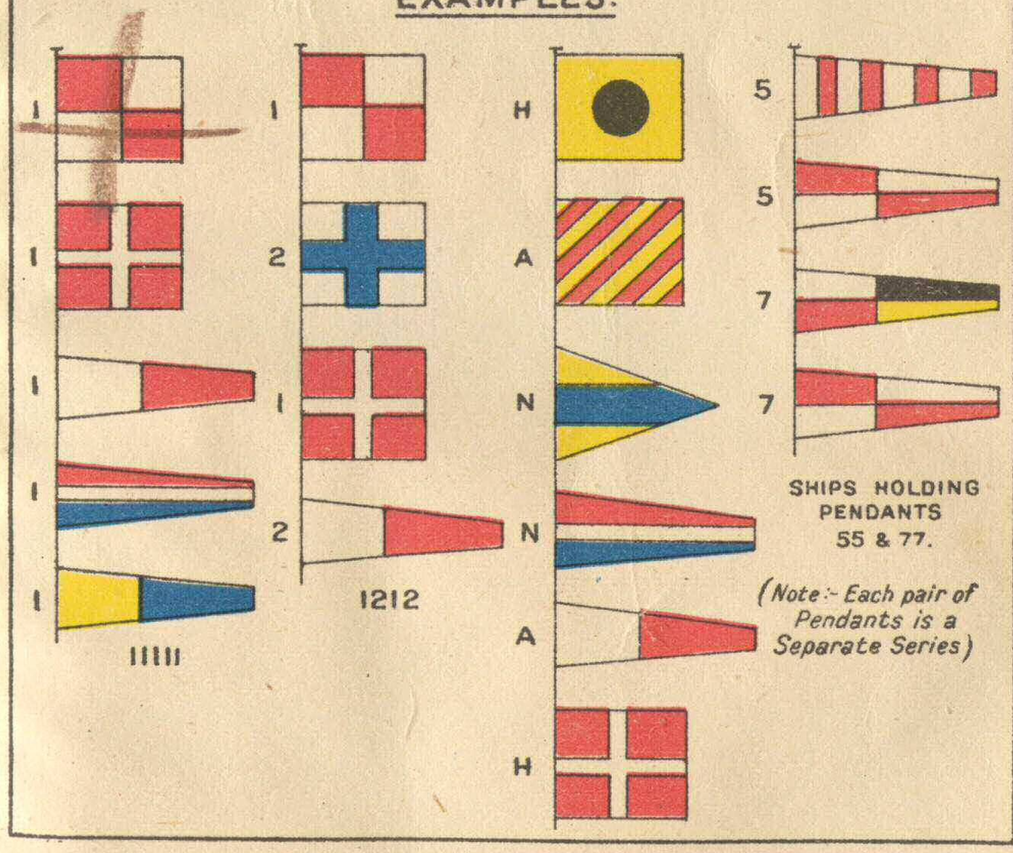


TABLE OF CONTENTS.

Plates of Alphabetical, Numerical and Special Flags, Numbered and Special Pendants used in Naval Signalling.

Chapter.	*Title.*	*Page.*
	PREFACE	vii
1	GENERAL INSTRUCTIONS FOR BOATS	1
2	DISTINCTIVE FLAGS TO BE FLOWN IN BOATS ..	3
3	SALUTES IN BOATS	4
	Table of Salutes. (Table I)	6
4	REPLIES WHEN BOATS ARE HAILED AT NIGHT ..	8
5	BOATS MANŒUVRING UNDER POWER	10
6	INSTRUCTIONS FOR THE CONDUCT OF BOATS WHEN ARMED	12
7	SIGNALLING DEPTH OF WATER	14
	BOAT'S SAILS—MARKINGS. (Table II)	15
	LIFE-SAVING CAPACITY AND LIFTING WEIGHTS OF BOATS. (Table III)	17
8	SIGNIFICATION OF FLAGS AND PENDANTS ..	20
9	USE OF THE COMPASS TABLE	30
	Compass Table. (Table IV)	32
10	VISUAL CALLSIGNS	36
	Visual Callsigns. (Table V)	38
11	SIGNALLING BY FLAGS	40
12	SIGNALLING BY SEMAPHORE	43
	THE MORSE CODE AND SPECIAL CHARACTERS. (Table VI)	47
13	THE USE OF PROSIGNS	51
14	SIGNALLING BY FLASHING	53
	TABLE FOR USE DURING "G" AND "T" EXERCISES. (Table VII)	56
	TABLE FOR USE WHEN MINESWEEPING. (Table VIII)	59

Table of Contents—*continued.*

Chapter.	*Title.*	*Page.*
	Signal Section	63
	Spare Groups	119
	Geographical Table	121
15	Notes on Boats and Boat Sailing	128
16	Sloop and Yawl Rigged Boats	133
17	Management in a Surf	136
18	Notes on Power Boats and Instructions for Towing	137
19	Notes for Boats attending on Aircraft	140
20	Regulations for Preventing Collisions at Sea	142
21	Buoys and Beacons	146
22	Artificial Respiration	147
	Visual Callsign List	148

PREFACE.

(i) The " Boat's Signal Book " is for the use of ships and boats of the fleet, also Coastguard and Naval Signal Stations. When used between ships the group from the Fleet Signal Book or Auxiliary Vessels Signal Book, indicating that the Boat's Signal Book is being used, must precede groups from this book.

(ii) The general instructions contained in the General Signalling Instructions are applicable to this book, and, in addition, certain instructions particular to this book are contained herein.

(iii) The method of signalling is by flags, supplemented by the semaphore and signalling projector by day and flashing by night.

(iv) The signals are grouped according to alphabetical order. When it is likely that a signal may be looked out under two or more heads, the signal has been entered under each head. Single Flag tables for Gunnery and Torpedo practices and Minesweeping have been inserted at the commencement of the Signal Sections.

(v) A certain number of signals at the end of the Signal Section have been left blank for the use of Squadrons and Stations.

(vi) A blank Geographical Table is included. It is intended that this shall be completed locally as ordered on each station, either for the station as a whole or for the particular harbour in which ships are lying.

(vii) A blank Visual Callsign List is included in which pendants and names of all ships and authorities on the station are to be filled in in pencil. Particular care should be taken to keep this list up to date.

(viii) There is no " List of Navy " in the Boat's Signal Book.

CHAPTER 1.

GENERAL INSTRUCTIONS FOR BOATS.

1. All boats are to have an Answering Pendant, mounted on a stick, a pair of semaphore hand flags (flag " O " 18 in. square) and a Boat's Signal Book in the boat. The signal book is to be kept in a painted canvas cover (pocket shape) which is to have the boat's distinguishing signal painted on it.

2. Boats' crews are always to have their boots or shoes in the boat.

3. The whole boat's crew are to be dressed alike, *e g.*, if oilskins are necessary, all should have oilskins; and chin-stays are to be all up or all down.

4. When away from their ships, boats should keep a good look-out for signals.

5. Before leaving another ship, an enquiry should always be made for letters.

6. No boat should remain alongside a ship, steps, or other landing place, while waiting, but should lie off well clear, so as not to interfere with the approach. In strong tides or bad weather, leave should be asked to lie at the boom or astern while waiting.

7. Boats should never go alongside a vessel under way, or when tide-rode, with their masts up, but under oars only. On these occasions oars should never be tossed, but laid in, on the gunwale.

8. When at sea, the sea boats are to contain the following articles :—

A compass.
One tin of biscuits.
Two barricoes of fresh water.
One sea boat's box containing :—
Four short lights.
One Very's pistol.
24 signal cartridges. (6 green, 6 red and 12 white.)
(*See* Article **11**.)
Lead and line.
Lantern, and candles sufficient for four hours.
One boat's Electric Signalling Lantern, pattern W1020, with spare battery.

CHAPTER 8.

SALUTES IN BOATS.

20.—(*a*) The salutes are given in Table I.

(*b*) When boats, conveying officers of the same relative rank and irrespective of the branch to which the Officers belong, pass one another, the Officers in charge of the boats, or the coxswains if there be no Officers, are mutually to salute.

(*c*) The Officer of the Guard is to salute all Officers senior to himself, as laid down in the table for Officers of his rank.

(*d*) Except as laid down in para. (*h*) below, coxswains of boats, when an Officer is in charge, do not salute.

(*e*) Ratings in "shore boats" are to salute, but are to stand up only when the size of the boat permits and as laid down in local orders.

(*f*) Boat-keepers are to stand up and salute Officers who pass their boats, unless the boat's awning is spread, when they are to sit up smartly and salute.

(*g*) When passing a funeral party afloat with the body, oars are to be tossed by double-banked boats, or corresponding marks of respect paid by either pulling or power boats.

(*h*) Whilst colours are being hoisted or hauled down, the following procedure is to be carried out in boats :—

(i) Boat-keepers stand to attention facing aft, and salute unless the boat's awning is spread, when they are to sit up smartly and salute.

(ii) A boat away from a ship is to stop engines, toss or lay on oars or let fly sheets, as appropriate. The Officer in charge and coxswain are to salute : Officers being conveyed also salute, but rating are not to do so.

(iii) The instructions in (ii) above, where relevant, are also applicable to a boat lying alongside or at a boom.

(iv) In all boats the officer in charge, coxswain and crew are to sit up or stand to attention as appropriate and normal to the boat and their position therein (*e.g.*, the bowman of a barge or launch or coxswain of a cutter are normally seated ; the coxswain of a launch or picket boat normally stand).

TABLE I.

(*a*) On all occasions of salutes between boats, the Senior in charge of the boat are **both** to salute. This procedure is supplementary to any salute ordered in the Table.

(*b*) The Officer being saluted only will acknowledge the salute.

Rank of Officer in Boat.	Officer being Saluted.	When passing.
		Under Oars.
1. All officers. Coxswain if no officer in the boat.	Royal or Imperial personages.	Toss oars.
2. All officers of a rank junior to officer being saluted. Coxswain if no officer in boat.	Commander-in-Chief in uniform. Flag Officer with flag flying.	Do.
3. All officers of a rank junior to officer being saluted. Coxswain if no officer in boat.	Commander - in - Chief in plain clothes. Flag Officers and Non-Executive officers of equivalent rank in uniform and plain clothes. Captains and Commanders and Non-executive officers of equivalent rank in uniform. O.O.G. and officers junior to Commander when flying pendants.	Lay on oars.
4. All officers of a rank junior to the officer being saluted. Coxswain if there is no officer in boat.	Officers of Lieut. - Commanders' rank or above, and non-executive officers of equivalent rank, whether in uniform or plain clothes (except as provided in Para. 3).	Officer or
5. All officers of a rank junior to that of the officer being saluted, or Coxswain if no officer in the boat.	All officers junior to Lieut.-Commander, whether in uniform or plain clothes (except as provided in Para. 3).	Officer or

NOTES.—**1.** In boats fitted with crutches, oars are never to be tossed, but the salutes given by laying on oars.

2. Laden boats, or those towing or in tow, are not included in the above. The Officer or Coxswain only are to salute.

TABLE I.

Officer conveyed in a boat and the Officer or Rating actually always to be carried out by the "Junior" boat, and is

passing.		Meeting at Landing Place.		
Under Sail.	Powerboat.	Single Banked Boat.*	Double Banked Boat.*	Powerboat.†
Let fly sheet.	Stop engines.	Crew to attention.	Crew stand up.	Crew stand at attention.
Do.	Do.	Do.	Do.	Do
Let fly sheet.	Ease engines.	Crew to attention.	Crew to attention.	Crew stand at attention.
Coxswain salutes in all cases.		Do.	Do.	Do.
		Coxswain salutes in all cases.		

* "Crew to attention" means sitting square on thwart facing aft. The order "Boat's Crew" is to be used for this purpose.

† When crew stand up they are to face in the direction of the officers they are saluting.

CHAPTER 4.

REPLIES WHEN BOATS ARE HAILED AT NIGHT.

27. The following replies are given by boats of the Nationalities stated when hailed and going alongside or passing ships at night and conveying the persons mentioned.

28. British Boats.

Conveying.	*Reply.*
Royal Personages	**Standard.**
Lords of the Admiralty	**Admiralty.**
Flag Officers	**Flag** with **Name of Ship** to which they belong.
Chief of Staff, Chief Staff Officer, or Captain of Fleet	**Staff** with **Name of Ship** to which they belong.
Captains and Officers in Command	**Name of Ship** they command.
Officers of Wardroom Rank ..	**Aye, Aye.**
Officers below that rank, and all boats going alongside not otherwise provided for	**No, No.**
Officer of Guard	**Guard Boat.**
All boats passing but not calling alongside	**Passing.**

29. United States Boats.

Conveying.	*Reply.*
Commander-in-Chief	**Fleet.**
Chief of Staff	**Staff.**
Force Commander	**Force** (giving name of force).
Division Commander	**Division** (giving name of Division).
Captain of Ship	**(Name of Ship.)**
Other Commissioned Officers ..	**Aye, Aye.**
Warrant Officers	**No, No.**
Enlisted men	**Hello.**
Boats passing	**Passing.**

Replies when Boats are hailed at night—*continued.*

30. French Boats.

Conveying.	*Reply.*
Admiral	**Amiral.**
Captain	**(Name of Ship) "Commandant."**
Superior Officers	**Officers Superieurs.**
Officers	**Officiers.**
If coming alongside without Officers	**A bord.**
If not coming alongside	**Au large** or **Passant.**

31. Italian Boats.

Conveying.	*Reply.*
Admiral	**Ammiraglio (with name of Ship** to which they belong if not the Senior Officer present).
Captain or Officers in command when coming alongside	**(Name of Ship.)**
Superior Officers	**Superiore.**
Officers	**Ufficiale.**
If coming alongside without Officers	**Bordo.**
Boats passing but not calling alongside	**Large.**

32. German Boats.

Conveying.	*Reply.*
Royalty and High Officials ..	**Standarte.**
Flag Officers	**Flagge.**
Captain and Officers in Command ..	**(Name of Ship.)**
Officers of Wardroom rank ..	**Ja, Ja.**
Officers below that rank and all boats not otherwise provided for	**Nein, Nein.**
Boats passing	**Passiert.**

CHAPTER 5.

BOATS MANŒUVRING UNDER POWER.

33. Place of Assembly, and Organisation.

Boats assembling for power manœuvres are to assemble alongside the ship of the Officer ordered to conduct. The organisation should, if possible, be given to each boat in writing.

34. Equipment.

(*a*) In boats under 32 ft., the signal mast is to be 15 ft. from truck to gunwale. Yard to be 8 ft. long.

(*b*) In boats of 32 ft. and above, the mast is to be 20 ft. from truck to gunwale. Yard to be 10 ft. long.

(*c*) Steam cone for all boats to be 8 in. high, the diameter at the top to be 4 in., that at the bottom 8 in.

(*d*) Besides the full crew, each boat is to carry—
One Lieutenant.
One Sub-Lieutenant or Senior Midshipman.
Two Signal ratings.

35. Distance apart of Boats in Column.

(*a*) The distance apart of boats in column is the distance between their stems.

(*b*) When in close order, boats in column are to be 50 yards apart.

(*c*) When in open order, boats in column are to be 100 yards apart.

(*d*) Unless otherwise ordered boats are always to be in close order.

36. Distance apart of Columns.

(*a*) Distance apart of columns is the distance between their Guides.

(*b*) Manœuvring distance is the length of the longest column, measured from stem to stem, plus the greatest distance apart of any two adjacent boats in any column.

(*c*) Unless otherwise ordered Guides of columns are to be at manœuvring distance apart.

37. Fleet Signal Book or Auxiliary Vessels Signal Book. Caution when using.

For exercising steam boats at fleet manœuvres, the Fleet Signal Book or Auxiliary Vessels Signal Book should be used. When using these books, and signals are made referring to close or open order, the distances prescribed in the foregoing articles are to be understood.

38.

CHAPTER 6.

INSTRUCTIONS FOR THE CONDUCT OF BOATS WHEN ARMED.

39. Distinguishing Marks.

(*a*) The leading boat of the ship of the Officer commanding the flotilla is to fly a Senior Officer's Burgee.

(*b*) The leading boat of each ship is to carry a vane in the bows, with the numerals, letters, &c., denoting the distinguishing signal of the ship to which she belongs painted on it.

(*c*) Colours are not to be hoisted unless circumstances so require.

(*d*) Medical boats are to fly in the bows a white flag with a red Geneva Cross.

40. How to Form.

(*a*) The boats of each ship are, as soon as armed, to form astern of their ship in tow of one another in the following order :—

(i) Power boats.
(ii) Launches.
(iii) Pinnaces.
(iv) Cutters.
(v) Gigs.
(vi) Whalers.

(*b*) They are not to leave for the place of assembly until they are in tow of one another.

41. Taking Station on Assembly.

On arrival at the place of assembly, they will take station on the boats of the Senior Officer's ship, according to their ship's fleet numbers, in the order directed by signal.

42. Distance apart.

(*a*) Boats in column are to be close together, with 20 yards between the last boat of one ship and the leading boat of another.

(*b*) Columns of boats are to be 100 yards apart.

Instructions for the Conduct of Boats when armed—*continued.*

43. Medical and Order Boat.

(*a*) The Senior Officer's ship and each ship whose boats contain more than 80 men, is to have an additional boat with a Medical Officer on board ; this boat is not to form with the other boats, but is to keep as near them as possible without interfering with their manœuvres.

(*b*) The Senior Officer's ship is also to send a boat to convey orders. This boat will be termed the " order boat " and is to keep abreast of the Officer-in-Command.

44. Manœuvring Units.

(*a*) Boats in tow are to manœuvre as a unit.

(*b*) A signal will be made when each boat is required to act independently.

45.

CHAPTER 7.

SIGNALLING DEPTH OF WATER.

46. When fathoms and feet are required.

(*a*) In all cases of boats being sent away to sound in order to assist the navigation of ships, a set of numeral flags on sticks (cable flags) should be sent away, and the soundings signalled as follows :—

A Numeral flag in position A of semaphore indicates the fathom.

In position B, 1 foot more than the fathom.

,, C, 2 feet ,, ,,

,, D, 3 ,, ,, ,,

,, E, 4 ,, ,, ,,

,, F, 5 ,, ,, ,,

Thus : 4 flag in position E denotes 4 fathoms 4 feet.

(*b*) When the depth is over 10 fathoms, only the fathom is signalled.

(*c*) **When feet only are required.**—In case of a boat sounding for the information of other boats, such as when manned and armed, or landing a landing party, the numeral flags will denote feet.

47.

TABLE II.

BOATS' SAILS—MARKINGS.

For identification purposes, the sails of boats belonging to H.M. Ships are to be marked as shown in the following table :—

Distinguishing Letter.	Class of Boat.		Description.
DZ	Cutter	Feet 32	Lug Sloop
H.Z.	Gig*	30	Dipping Lug.
K	Whaler	27	Montagu
	Skiff Dinghy	16	Gunter.
	,,	14	Gunter.
	,,	10	Standing Lug.

* Obsolescent.

Table II—*continued.*

Notes (i).—The distinguishing marks are to be painted on calico or light canvas and sewn to each side of the peak of the mainsail parallel to the lines of the boat, the markings to be affixed on board by the ships' staff.

(ii) The pendants of each ship are to be painted superior to the distinguishing letter of the boats, and ships having more than one boat of the same type should add a number, *e.g.*, $\frac{02}{D21}$ *or* $\frac{02}{D23}$ *would denote the first or third* 32 *ft. cutter of ship having* 02 *pendants.*

(iii) The depths of letters and numbers for the various classes of boats should be as follows :—

	ft.	in.	
Cutters	1	9	deep.
Whalers and gigs	1	6	,,
Dinghys	1	0	,,

TABLE III.

LIFE-SAVING CAPACITY AND LIFTING WEIGHTS OF BOATS.

Boat M=Motor. S =Steam.	Maximum Life-saving Capacity (*See* Note 1.)	Lifting Weight with 2 Men. (*See* Note 2.)	Remarks.
Hard Chine Motor Boats		Tons.	
45-ft. Fast M. Boat or Barge	100	8·6	Boats built before 1938 have, in some cases less life-saving capacity.
35-ft. Fast M. Boat or Barge	50	5·0	
35-ft. Seaplane Tender ..	50	5·0	
30-ft. Fast M. Boat or Barge	35	3·5	
25-ft. Fast M. Boat ..	25	2·5	
16-ft. Fast M. Dinghy ..	7	1·25	
Round Bilge Motor Boats			
50-ft. M. Pinace or Barge	65	18·0	
50-ft. S. Pinnace or Barge	65	18·0	
45-ft. Diesel Picket Boat	90	9·5	
45-ft. M. Launch	200	12·0	
45-ft. M. Launch	200	9·0	Modern light type
42-ft. M. Launch ..	130	9·5	Converted sailing boat.
36-ft. M. & Pulling Pinnace	76	6·5	
36-ft. M. Diver's and Mooring Boat ..	—	7·0	Special service.
35-ft. M. Boat or Barge..	46	5·5	
34-ft. Cutter Aux. Motor	45	4·1	Converted sailing boat.
32-ft. M. Cutter	40	4·0	
32-ft. Cutter, Aux. Motor	—	2·7	Special service.
30-ft. M. Pinnace orBarge	38	4·6	
28-ft. M. Boat, Surveying	20	5·1	
25-ft. M. Boat, Surveying	20	3·3	

Table III—*continued.*

Boat M=Motor. S=Steam.	Maximum Life-saving Capacity (*See* Note 1.)	Lifting Weight with 2 men. (*See* Note 2.)	Remarks.
Round Bilge Motor Boats (contd.)			
		Tons.	
25-ft. M. Boat, General Service	20	2·8	
25-ft. M. Cutter	30	2·3	
23-ft. Cutter Aux. Motor	17	1·6	Special service.
20-ft. M. Boat	12	2·2	8 knots.
20-ft. M. Boat	13	1·9	6 knots.
16-ft. M. Dinghy, Surveying	8	1·0	
16-ft. M. Boat, General Service	10	1·1	
13½-ft. M. Dinghy, Submarines	6	0·7	
Pulling and Sailing Boats			
32-ft. Cutter	50	2·6	
30-ft. Gig	24	1·4	
27-ft. Whaler	24	1·3	
17¼-ft. Boat for Boom work	20	1·2	No sails.
16-ft. Skiff Dinghy ..	11	0·7	
16-ft. Trawler Boat ..	13	0·8	Sails only in special cases.
14½-ft. Drifter Boat ..	12	0·5	No sails.
14-ft. Sailing Dinghy ..	9	0·5	
10-ft. Yacht Dinghy ..	4	0·2	Some without sails.
Collapsible Boats		*With only 1 Man.*	
Balsa punts.			
12-ft. Collapsible ..	6	0·3	
10-ft. Collapsible ..	4	0·25	
13½ Balsa Punt	6	0·4	
10-ft. Balsa Punt ..	4	0·2	

Table III—*continued.*

Boat.	Maximum Life-saving Capacity (*See* Note 1.)	Lifting Weight with 2 men (*See* Note 2.)	Remarks.
Life Floats.		Cwts.	Weights do not include emergency equipt. viz., water, flares, medical stores, &c., or any men.
14-ft. × 9-ft.	67	8	
12-ft × 8-ft.	45	6½	
10-ft. × 5-ft.	20	4	
8-ft. × 5-ft.	18	3½	
6-ft. × 4-ft.	10	1½	

Note 1.—These numbers represent the Life-saving capacity of the boats in smooth water; and should not be exceeded. As soon as the weather begins to change from " Smooth Water " conditions they must be reduced according to the judgment of the responsible officer present, and with due regard to the service to be undertaken, the experience of the persons in charge of the boat and the weather likely to prevail while the boat is away.

Note 2.—The weights given are approximate only for the type of boat, and may vary slightly especially in Power Boats. The weight given includes machinery and fittings, but NOT crew or Armament. Full fuel stowage is included in the weight given for motor boats and approximately half fuel and water stowage in steamboats.

CHAPTER 8.

SIGNIFICATION OF FLAGS AND PENDANTS.

A.

48. Hoisted singly "**Aircraft to be Presumed Hostile in Sight.**" The signalling ship will sound a long blast on the syren of about five seconds duration.

B.

49.—(*a*) Hoisted superior to the Church Pendant is the distinguishing signal for all Boats and is also the "**General re-call for Boats.**"

(*b*) Hoisted inferior to a visual callsign and superior to another pendant (with or without a numeral flag) is the visual callsign for the boat indicated (*see* Table V) belonging to the ship whose visual callsign is superior.

C.

50. Hoisted singly, or superior to a pair of numbered pendants, is the visual callsign for Coastguard or Signal Stations or the Signal Station holding those pendants.

D.

51. Hoisted singly :—"**Gas Alarm.**"

E.

52.—(*a*) Hoisted singly—a message will be made by **Semaphore.**

(*b*) Inferior to visual callsigns or fleet numbers indicates that a message will be made by semaphore to the ship-s or boat-s addressed.

F.

53. Inferior to any signal from this book indicates that its purport refers to the **fore.**

H.

54.—(*a*) Hoisted singly—"**W boats in sight.**"

(*b*) Inferior to any signal from this book indicates that its purport refers to the **main.**

Signification of Flags and Pendants—*continued.*

I.

55. Inferior to any signal from this book indicates that its purport refers to the **mizen.**

L.

56. Hoisted singly—"**Suspicious Vessel in Sight.**"

M.

57. Hoisted singly—"**Mine in Sight.**"

N.

58. Hoisted singly—"**Enemy in Sight.**"

O.

59. Hoisted singly—"**E boats in Sight.**"

P.

60.—(*a*) Hoisted singly—"**Submarine in sight on my Port Side.**"

(*b*) A numeral group inferior on separate halliards indicates the relative bearing of the submarine in tens of degrees from right ahead on the side indicated.

Q.

61. Hoisted singly in harbour by a ship or boat embarking or disembarking ammunition or petrol.

S.

62.—(*a*) Hoisted singly—"**Submarine in sight on my Starboard Side.**"

(*b*) A numeral group inferior on separate halliards indicates the relative bearing of the submarine in tens of degrees from right ahead on the side indicated.

T.

63.—(*a*) Hoisted singly—"**Torpedo-es approaching.**"

(*b*) A bearing signal or relative position flag inferior indicates the bearing from which the torpedo-es is/are approaching or has/have passed.

(*c*) A course signal inferior indicates the course of the torpedo-es.

Z.

64.—(*a*) Superior to Church pendant is the distinguishing signal for "**Drifters.**"

(*b*) Superior to the Answering Pendant and inferior to a visual callsign is the visual callsign for the Drifter belonging to the ship or unit indicated.

Signification of Flags and Pendants—*continued.*

2.

65. Hoisted singly—**" Clear the line of fire against Torpedo Aircraft Attack (T/A Attack).**

To be obeyed as soon as seen.

5.

66. Hoisted singly—**" Open fire and engage the enemy."** This signal is to be repeated by all boats.

It may be obeyed as soon as seen.

6.

67. Hoisted singly—**" Cease fire."**

To be obeyed as soon as seen.

0

68. Hoisted singly by a ship in harbour—**" All persons concerned are to repair onboard immediately."**

Aeroplane Flag.

69. Flown in the bows of a boat, or hoisted in a boat, indicates that she is attending on aircraft. Other boats are to keep clear.

Ahead Flag.

70.—(*a*) Hoisted singly—**" You are ahead of station."**

(*b*) Indicates the relative position **" Ahead."**

(*c*) In harbour is flown by the ship having the **Medical Guard.**

Affirmative Flag.

71.—(*a*) Hoisted singly indicates that the Admiral sees and understands the signal made to him. If the Signal includes a proposal, the Affirmative hoisted close up indicates that the proposal is approved.

(*b*) Hoisted by a boat employed in picking up Torpedoes indicates—

At the dip—track of the torpedo in sight.

Close up—Torpedo sighted floating on the surface.

A boat without a mast only shows the affirmative to indicate a torpedo in sight floating on the surface.

(*c*) Hoisted inferior to the answer pendant means **" Yes."**

(*d*) Used in the second or succeeding place in a series of flags is the **substitute for the first flag** of the series.

Signification of Flags and Pendants—*continued.*

Aircraft Carrier Flag.

72. Hoisted singly in harbour—**" Fleet is to be at five minutes notice for Air Attack."**

Astern Flag.

73.—(*a*) Hoisted singly—**" You are astern of station."**

(*b*) Indicates the relative position **" Astern."**

Cruiser Flag.

74.—Hoisted singly in harbour—**" Fleet is to be at immediate notice for Air Attack."**

Division Flag.

75.—(*a*) Superior to a signal addresses the division under the command of the Officer originating the signal inferior.

(*b*) **Superior to the Church Pendant** addresses all divisions. Each division is to carry out separately the purport of the signal inferior.

(*c*) Superior to a numbered pendant addresses the division indicated.

(*d*) Singly or in conjunction with Squadron Flag by a ship in the vicinity of a degaussing range—**" I am undergoing D.G. Test."**

Negative.

76.—(*a*) Used by a picking up boat signifies that a torpedo which has been sighted has been seen to sink.

(*b*) Hoisted immediately superior to any signal or superior with a tackline to more than one signal, annuls or countermands the purport of the signal-s or gives a negative sense to an otherwise affirmative sentence.

(*c*) Hoisted superior to visual callsigns and inferior to any signal, annuls those boats whose visual callsigns are shown inferior to it.

(*d*) Hoisted inferior to visual callsigns signifies that the signal is understood, but that what is proposed is **not approved.**

(*e*) Hoisted inferior to the Answer Pendant—**" No."**

Signification of Flags and Pendants—*continued.*

Optional.

77. Hoisted immediately superior to any signal or superior with a tackline to more than one signal signifies that it is optional for boats addressed to carry out the purport of the signal-s.

Port Flag.

78.—(*a*) Hoisted singly—**"Steer more to Port."** (*To be obeyed as soon as seen.*)

With a numeral group inferior—**"Steer the number of tens of degrees indicated to Port."**

(*b*) Indicates the relative position **"Port Side."**

Preparative.

79. Hoisted immediately superior to any signal or superior with a tackline to more than one signal directs preparation to be made to carry out the purport of the signal-s which will be made again when they are to be carried into execution.

Red Flag.

80.—(*a*) This flag is to be flown in a boat from which a **diver** is working.

(*b*) Singly by ships—**"National Air Raid Warning RED.**

Starboard Flag.

81.—(*a*) Hoisted singly—**"Steer more to Starboard."** (*To be obeyed as soon as seen.*)

With a numeral group inferior—**"Steer the number of tens of degrees indicated to Starboard."**

(*b*) Indicates the relative position **"Starboard Side."**

Stationing Flag.

82.—(*a*) Singly—**"Disregard my motions."**

(*b*) Inferior to visual callsigns and fleet numbers—**"Take up your appointed Station."**

Sub-Division Flag.

83.—(*a*) Superior to a signal addresses the sub-division under the command of the Officer originating the signal inferior.

Signification of Flags and Pendants—*continued.*

(*b*) **Superior to the Church Pendant** addresses all sub-divisions. Each sub-division is to carry out separately the purport of the signal inferior.

(*c*) Superior to a numbered pendant addresses the sub-division indicated.

Pendant 1.

84.—(*a*) Hoisted singly—**"Evolution completed."**

Pendant 2.

Repeat Pendant.

85.—(*a*) Hoisted singly—**"Repeat last flag signal made by you."**

(*b*) Used in the fourth or a succeeding place in a series of flags is the **substitute for the third flag** of the series.

Pendant 3.

Alphabetical Pendant.

86.—(*a*) Hoisted singly—**"Signal is completed"** or **"Exercise is finished."**

(*b*) Superior to alphabetical flags signifies that they represent letters of the Alphabet or letters spelling a word.

Pendant 4.

Guide Pendant.

87.—(*a*) Hoisted singly—**"Senior Officer has resumed his position as guide of the flotilla."**

(*b*) Hoisted superior to a boat's visual callsign—**"Boat indicated is to become guide of the flotilla and hoist the guide pendant."**

Pendant 7.

Horary Pendant.

88.—(*a*) Superior to two or four numeral flags is termed a Horary Signal and indicates that the numeral flags represent a time (other than a time group or time group referred to in the subject matter of a message). When thus used it is called the Horary Pendant. The first two figures indicate

Signification of Flags and Pendants—*continued.*

the hour (00 = midnight up to 23 = 11 p.m.) and the last two indicate the minutes (00 to 59) thus :—

2 a.m. = 0200 and is signalled as Horary 02.

3.20 p.m. = 1520 and is signalled as Horary 1520.

The minutes may be omitted when signalling an exact number of hours, but the hours must always be expressed in two figures. The letters A.M. and P.M. are never to be used.

(*b*) A Horary Signal inferior to the Fishery Flag signifies that the purport of the signal, of which the Horary Signal forms part, is to be completed **by** the time indicated.

Pendant 8.

89.—(*a*) Hoisted singly in an inferior position by a ship at sea—**" Am about to fire a torpedo for exercise."** It is dipped immediately the torpedo is fired and hauled down after a reasonable interval. *See* " Affirmative " and " Negative " for means of signalling sighting of tracks and sighting of torpedoes.

(*b*) Hoisted singly at the yardarm by a ship in harbour signifies—**" Have divers down alongside "** or in close proximity on the side on which this pendant is flying.

(*c*) Hoisted singly in a superior position by a ship at sea or in harbour—the normal answer to a call by Daylight Signalling Lantern used in the same manner as the Answer Pendant (*see* Article **128**).

Pendant 9.

90. Hoisted singly inferior to a signal signifies that precedence is to be given to reading the signal superior. If the signal conveys an order it is **to be obeyed as soon as seen.**

Pendant 0.

91. Used in the 5th or succeeding place in a series of flags is the **substitute for the fourth flag** of the series.

Answer Pendant.

92.—(*a*) Is the answer from junior officers to flag and semaphore signals.

(*b*) Superior to the Affirmative **" Yes,"** superior to the Negative **" No."**

(*c*) Used in the third or succeeding place in a series of flags or pendants is the **substitute for the second flag or pendant** used in the series.

Signification of Flags and Pendants—*continued.*

Bearing Pendant.

93. Used superior to a compass group is termed a **bearing signal** and is used in conjunction with a signal to indicate a bearing and to complete the signification of a signal. It refers to the subject of the group or signal.

Blue Pendant.

94.—(*a*) Superior to a compass group signifies **" Alter course together to the direction indicated by the compass group."**

(*b*) Superior or inferior to a numeral group of one or two flags signifies **" Alter course together the number of tens of degrees indicated to starboard or port respectively."**

Church Pendant.

95.—(*a*) Singly, by a ship at the peak or gaff in harbour—**" Ship's Company is at prayers."**

(*b*) Singly, just above the signal platform—**" Man overboard."**

(*c*) Superior to the Affirmative—**" Man is saved."**

(*d*) Superior to the Negative—**" Man is not saved."**

Course Pendant.

96.—(*a*) Superior to a compass group is termed a **Course Signal** and is used in conjunction with a signal to indicate a course and to complete the signification of a signal. It refers to the subject of the group or signal.

(*b*) Singly—**" Steer a steady course."**

Deployment Pendant.

97. Hoisted singly in harbour—**" Clear the upper deck except for men on duty."**

Disposition Pendant.

98. Is flown singly at the yardarm in harbour by the ship having the **guard.**

Signification of Flags and Pendants—*continued.*

Formation Pendant.

99. Superior to a compass group is termed a **formation signal** and signifies **" Form on the line of bearing indicated from the guide."**

Interrogative Pendant.

100.—(*a*) Hoisted immediately superior to any signal or superior with a tackline to more than one signal signifies that the purport of the signal-s are to be read in an interrogative sense, or, when hoisted by a junior officer, signifies that permission is requested to execute the purport of the signals.

(*b*) Used in the second or a succeeding place in a series of pendants is the **substitute for the first pendant** of the series.

Numeral Pendant.

101.—(*a*) Superior to numeral flags (which may or may not be separated by the Numeral Pendant) is termed a **Numeral Signal** and signifies that the flags represent numbers only. When referring to distances a numeral signal indicates a distance in yards unless otherwise ordered in the signification of a group.

When a number is required to complete the signification of any signal taken from this book, such number is to be signalled as a numeral signal, unless otherwise ordered in the signification of a signal.

(*b*) Superior to alphabetical or certain other flags indicates a signal from the **Minesweeping Table.**

(*c*) Used in alter course signals signifies **Five Degrees.**

Red Pendant.

102.—(*a*) Superior to **a** compass group signifies **" Alter Course in succession to the direction indicated preserving the order of the unit."**

(*b*) Superior or inferior to a numeral group of one or two flags signifies **" Alter course in succession the number of sens of degrees indicated to starboard or port respectively preterving the order of the unit."**

Signification of Flags and Pendants—*continued.*

White Pendant.

103.—(*a*) Superior to a compass group signifies **" Alter course leading boats of columns turning together, the remainder in succession, to the direction indicated."**

(*c*) Superior or inferior to a numeral group of one or two flags signifies **" Alter course leading boats of columns together, the remainder in succession, the number of tens of degrees indicated to starboard or port respectively."**

(*c*) Hoisted singly in harbour—**" Fleet is to be at fifteen minutes' notice for Air Attack."**

104.

CHAPTER 9.

THE USE OF THE COMPASS TABLE.

105. The letters of the Compass Table may be made by flags or flashing. When used they must be immediately preceded by one of the following pendants :—

Red. (RD)

White. (WT)

Blue. (BL)

Bearing. (BG)

Course. (CO)

Formation. (FR)

Examples :—

(i) Red JN means :—Alter course in succession preserving the order of the unit to E.S.E.

(ii) 88 Bearing YN means :—Boat is aground bearing N.N.W.

106.

TABLE IV.

Courses and bearings taken from this Table

COMPASS

NORTH TO EAST.

A	**NORTH.**	**D**	**N.E.**
AD	N. ¼ E.	**DD**	N.E. ¼ E.
AK	N. ½ E.	**DK**	N.E. ½ E.
AO	N. ¾ E.	**DO**	N.E. ¾ E.
AT	**N. by E.**	**DT**	**N.E. by E.**
AY	N. by E. ¼ E.	**DY**	N.E. by E. ¼ E.
BC	N. by E. ½ E.	**FC**	N.E. by E. ½ E.
BJ	N. by E. ¾ E.	**FJ**	N.E. by E. ¾ E.
BN	**N.N.E.**	**FN**	**E.N.E.**
BS	N.N.E. ¼ E.	**FS**	E. by N. ¾ N.
BW	N.N.E. ½ E.	**FW**	E. by N. ½ N.
CB	N.N.E. ¾ E.	**GB**	E. by N. ¼ N.
CG	**N.E. by N.**	**GG**	**E. by N.**
CM	N.E. ¾ N.	**GM**	E. ¾ N.
CR	N.E. ½ N.	**GR**	E. ½ N.
CV	N.E. ¼ N.	**GV**	E. ¼ N.

TABLE IV—*continued.*

are to be understood as being magnetic.

TABLE.

EAST TO SOUTH.

H	**EAST.**	**L**	**S.E.**
HD	E. ¼ S.	**LD**	S.E. ¼ S.
HK	E. ½ S.	**LK**	S.E. ½ S.
HO	E. ¾ S.	**LO**	S.E. ¾ S.
HT	**E. by S.**	**LT**	**S.E. by S.**
HY	E. by S. ¼ S.	**LY**	S.S.E. ¾ E.
JC	E. by S. ½ S.	**MC**	S.S.E. ½ E.
JJ	E. by S. ¾ S.	**MJ**	S.S.E. ¼ E.
JN	**E.S.E.**	**MN**	**S.S.E.**
JS	S.E. by E. ¾ E.	**MS**	S. by E. ¾ E.
JW	S.E. by E. ½ E.	**MW**	S. by E. ½ E.
KB	S.E. by E. ¼ E.	**NB**	S. by E. ¼ E.
KG	**S.E. by E.**	**NG**	**S. by E.**
KM	S.E. ¾ E.	**NM**	S. ¾ E.
KR	S.E. ½ E.	**NR**	S. ½ E.
KV	S.E. ¼ E.	**NV**	S. ¼ E.

TABLE IV—*continued.*

Courses and bearings taken from this Table

COMPASS

SOUTH TO WEST.

O	**SOUTH.**	**R**	**S.W.**
OD	S. $\frac{1}{4}$ W.	**RD**	S.W. $\frac{1}{4}$ W.
OK	S. $\frac{1}{2}$ W.	**RK**	S.W. $\frac{1}{2}$ W.
OO	S. $\frac{3}{4}$ W.	**RO**	S.W. $\frac{3}{4}$ W.
OT	**S. by W.**	**RT**	**S.W. by W.**
OY	S. by W. $\frac{1}{4}$ W.	**RY**	S.W. by W. $\frac{1}{4}$ W.
PC	S. by W. $\frac{1}{2}$ W.	**SC**	S.W. by W. $\frac{1}{2}$ W.
PJ	S. by W. $\frac{3}{4}$ W.	**SJ**	S.W. by W. $\frac{3}{4}$ W.
PN	**S.S.W.**	**SN**	**W.S.W.**
PS	S.S.W. $\frac{1}{4}$ W.	**SS**	W. by S. $\frac{3}{4}$ S.
PW	S.S.W. $\frac{1}{2}$ W.	**SW**	W. by S. $\frac{1}{2}$ S.
QB	S.S.W. $\frac{3}{4}$ W.	**TB**	W. by S. $\frac{1}{4}$ S.
QG	**S.W. by S.**	**TG**	**W. by S.**
QM	S.W. $\frac{3}{4}$ S.	**TM**	W. $\frac{3}{4}$ S.
QR	S.W. $\frac{1}{2}$ S.	**TR**	W. $\frac{1}{2}$ S.
QV	S.W. $\frac{1}{4}$ S.	**TV**	W. $\frac{1}{4}$ S.

TABLE IV—*continued.*

are to be understood as being magnetic.

TABLE.

WEST TO NORTH.

U	**WEST.**	**X**	**N.W.**
UD	W. $\frac{1}{4}$ N.	**XD**	N.W. $\frac{1}{4}$ N.
UK	W. $\frac{1}{2}$ N.	**XK**	N.W. $\frac{1}{2}$ N.
UO	W. $\frac{3}{4}$ N.	**XO**	N.W. $\frac{3}{4}$ N.
UT	**W. by N.**	**XT**	**N.W. by N.**
UY	W. by N. $\frac{1}{4}$ N.	**XY**	N.N.W. $\frac{3}{4}$ W.
VC	W. by N. $\frac{1}{2}$ N.	**YC**	N.N.W. $\frac{1}{2}$ W.
VJ	W. by N. $\frac{3}{4}$ N.	**YJ**	N.N.W. $\frac{1}{4}$ W.
VN	**W.N.W.**	**YN**	**N.N.W.**
VS	N.W. by W. $\frac{3}{4}$ W.	**YS**	N. by W. $\frac{3}{4}$ W.
VW	N.W. by W. $\frac{1}{2}$ W.	**YW**	N. by W. $\frac{1}{2}$ W.
WB	N.W. by W. $\frac{1}{4}$ W.	**ZB**	N. by W. $\frac{1}{4}$ W.
WG	**N.W. by W.**	**ZG**	**N. by W.**
WM	N.W. $\frac{3}{4}$ W.	**ZM**	N. $\frac{3}{4}$ W.
WR	N.W. $\frac{1}{2}$ W.	**ZR**	N. $\frac{1}{2}$ W.
WV	N.W. $\frac{1}{4}$ W.	**ZV**	N. $\frac{1}{4}$ W.

CHAPTER 10.

VISUAL CALLSIGNS.

107. Use of Visual Callsigns.

In each ship the boats are, as far as practicable, to be given the visual callsign shown in the following Table V.

108.—(*a*) Visual callsigns may be used for two purposes :—

(i) To speak to (*e.g.*, address) boats, ships, units or authorities, in which case they are shown superior to the signal.

(ii) To speak of (*e.g.*, to indicate or denote) boats, ships, units or authorities, in which case they are shown inferior to the signal.

109. When addressing more than one boat the " B " need not be repeated.

110.—(*a*) " B " Church Pendant, the visual callsign for all boats, is also the general recall for all boats. Signals made by the Senior Officer inferior to this visual callsign are to be repeated by all ships present.

(*b*) " B " Church Pendant, inferior to a ship's or unit's visual callsign, addresses all boats belonging to that ship or unit.

Note.—Coxswains of boats are expected to be familiar with the visual callsign of the unit-s to which their ship belongs.

111. When addressing or indicating all, or any particular class of boats of the fleet, the visual callsigns of the ships are not hoisted superior to the boats' visual callsigns ; but when addressing or indicating boats of any particular ship-s, the visual callsigns of the ship-s concerned are to be used superior to the boat's visual callsign-s.

112. A boat's (or class of boat's) visual callsign hoisted singly is the **" Recall "** for the boat-s specified and is **to be obeyed as soon as seen,** unless orders have been given to the contrary.

113. Relative position flags may be used to amplify a boat's

visual callsign when the latter is not completely known, (*See* the Examples.)

114. Visual callsign from the following table are normally to be completed by the addition of a numeral flat to indicate 1st, 2nd, or 3rd boat of the class.

115. Ships' Pendants.

A blank visual callsign list is given on page 148 for filling in the visual callsign of the ships and authorities on the station.

116.

TABLE V.

VISUAL CALLSIGNS.

"B" *Superior to*	*Class of boat—visual callsign for*
Church Pendant	Boats.
Interrogative Pendant	Power Boats.
Answer Pendant	Motor Boat-s.
Numeral Pendant	Boats under sail.
Red Pendant	Boats under oars.
White Pendant	Steam (Picket) Boat-s.
Blue Pendant	Duty Steam (or Power) Boat.
Pendant 1	Barge.
,, 2	Launch.
,, 3	Class indicated by class distinguishing letters (from Table II) inferior.
,, 4	Pinnace.
,, 5	Motor Cutter.
,, 6	Cutter.
,, 7	Galley.
,, 8	Gig.
,, 9	Whaler.
,, 0	Skiff.

Examples :—

(i) "Anson's" 1st Picket Boat .. .. .. $\overline{PT}$ 79 B $\lceil\overline{WT}$ 1

(ii) All motor boats .. B $\lceil\overline{AN}$

(iii) "Cumberland's" 2nd Motor Boat .. .. $\overline{PT}$ 57 B $\lceil\overline{AN}$ 2

Table V—*continued.*

Examples :—continued.

(iv) "Rodney's" slooped rigged Cutter .. $\overline{PT}$ 29 B $\overline{PT}$ 3 DZ

(v) "Nelson's" 3rd Cutter $\overline{PT}$ 28 B $\overline{PT}$ 6 $\overline{FL}$ 3

(vi) "Berwick's" Motor dinghy (assumed to be 2nd Motor Boat) .. $\overline{PT}$ 65 B $\lceil\overline{AN}$ 2

(vii) Motor Boat on the Port Side of the ship B $\lceil\overline{AN}$ $\lceil\overline{PO}$

(viii) "Kempenfelt's" whaler astern making the signal D $\overline{PT}$ 18 B $\overline{PT}$ 9 $\lceil\overline{AT}$

Note.—For meaning of the signs used in these examples, *see* Table VI (*d*) (iv) and (v).

CHAPTER 11.

SIGNALLING BY FLAGS.

117. Order in which Signals are to be read.

(*a*) The following is the order in which signals are to be read :—

(i) Signals at the masthead or upper spurs.
(ii) Signals at the topsail yardarm.
(iii) Signals at the yardarm or lower spurs.

(*b*) In any one position signals hoisted on the Starboard side are to be read before the signals hoisted the Port side.

(*c*) Where more hoists than one are shown on the same halliards, they are to be read in sequence from top to bottom.

(*d*) When more hoists than one are shown at the same yardarm, but on different halliards, the outer hoist is to be read first.

118. How to make Signals.

(*a*) General signals are hoisted at the masthead and have no visual callsign superior.

(*b*) When addressing a ship, boat or unit the visual callsign is to be hoisted superior to the signal.

(*c*) When a signal consists of two or more hoists which will be flying at the same time, the hoists are to leave the deck in the order in which they are to be read.

(*d*) When signalling by flags, groups, which would be separated by a separative sign when signalling by morse, should usually be separated by a tackline or hoisted on separate halliards.

Note.—A **tackline** is a six-feet length of halliard, used to separate flags or pendants which, if not so separated, would convey a different meaning to that intended.

119. How to answer Signals.

(*a*) All ships to which signals are addressed, or which are indicated in signals, are to hoist the answer pendant at the dip as soon as they see a signal and close up directly they understand it.

(*b*) The Answer Pendant or the repetition of the signal is to be kept flying until the signal in the ship of origin is hauled down.

(*c*) Ships negatived in a signal are to haul down the Answer Pendant immediately the Negative over their pendants has been hauled down.

Note.—When answering from a boat using hand flags, the Answer pendant held horizontal corresponds with " at the dip " and perpendicular with " close up."

120. When Ships are to hoist their Visual Callsign.

Whenever ships are denoted in signals as being points from which bearings and distances are to be taken, places for the assemblage of boats, Officers, etc., they are to hoist their own visual callsign at the time the signal is ordered to be carried out, and keep them flying for a sufficient period to make it fully understood that they are the ships referred to.

121. Executive Signal when Signalling by Flags.

When signalling by flags; the executive signal is the hauling down (or, in certain cases, the dipping) of the signal.

122. When Signals are in Force.

All orders conveyed by signal are to continue in force until they are annulled or countermanded or until they are completely executed.

123. When Signals are to be Executed.

(*a*) Instructions as to when the execution of a signal is to be carried out may be contained in the signal, *e.g.*, at a certain time or on arrival at a certain position or to be completed by a certain time.

(*b*) The execution of other signals is to be commenced as follows :—

(i) If the signal is followed by a time group, or is ordered to be obeyed as soon as seen.	On receipt.
(ii) If the signal is going to be followed by the executive signal	On receipt of the executive signal, or in cases where the executive signal is ordered to be repeated—immediately after the last repetition.

Note.—Any signal which is ordered to be obeyed as soon as seen must have a time group when made by morse.

Signalling by Flags—*continued.*

(*c*) An executive signal corresponds to the hauling down of a flag signal.

(*d*) When it is desired to order the purport of a signal to be carried out **by** a certain time, instead of **at** a certain time, the Fishery Flag is hoisted superior to the Horary Signal.

124.

CHAPTER 12.

SIGNALLING BY SEMAPHORE.

125. Method of Attracting Attention.

Hoist the visual callsign of the ship or boat to whom the signal is to be made superior to Flag E

or

if a means of attracting attention is unnecessary, simply make the Attention Sign.

Example :—Pendants 09 Flag B White pendant Flag one Flag E.

Meaning :—A semaphore message will be made to " Resolution's " 1st Picket Boat.

126. How Signals are to be made by Hand Flags.

(*a*) When using hand flags, the signs are formed in the same plane as the shoulders, arms and staves at their full extent, forefingers along the staves.

When at the front position the arms should hang straight from the shoulders, and the flags should be crossed in front of the body of the sender.

(*b*) At the end of each word or group, the arms are to be dropped to the front position. When double letters occur, the arms are to be dropped to the front position after the first letter is made, and then moved out to the second letter without pausing.

127. How Signals are to be read.

(*a*) The Attention Sign shows from which side the signs are to be read.

(*b*) The signs are generally made by the sender facing the ship or boat addressed, in which case the letter " A," always made on his right-hand side, will be to the left of him as you look at him.

(*c*) If the sender has his back to you, the attention sign is as shown in Plate 6, and the letter " A " will be to the right of him, as you look at him, as shown in Plate 7.

128. How Signals are to be answered.

(*a*) The answer pendant is hoisted at the dip immediately the signal is seen and close up when ready to read.

(*b*) It is to be dipped immediately a word is missed : the sender then stops signalling. The receiver makes the Attention Sign followed, when answered, by the last word correctly received. The sender then makes the Error Sign, followed by the Attention Sign and the last word, whereupon the receiver rehoists the answer pendant close up and the message is continued.

(*c*) If an answer pendant on a stave is being used, it is to be held horizontally to represent " at the dip " and vertically to represent " close up."

129. How to Transmit a Message.

(*a*) When the visual callsign is hoisted, as explained in Article **125,** the semaphore arms are, at the same time, to show the Attention Sign.

(*b*) When the reader has answered close up, make V and name of transmitting ship or boat, then make the long break sign (BT), the words of the text followed by BT followed if necessary by the time group and lastly the Ending sign K.

130. Time of Origin.

(*a*) The Time Group is the actual time at which the message is ordered to be made. It is indicated by four figures, the first two denoting the hour (from 00 to 23, *i.e.*, Midnight to 11 p.m.) and the second two denoting the minutes (00 to 59).

Example :—

Time	*Time Group*
9.30 a.m.	0930
1.4 p.m.	1304
5.45 p.m.	1745

(*b*) Normally this information should be included in all messages, but in messages made to and from boats it is only to be made when it is of importance or if it may be necessary to refer to the message later.

(*c*) The time group when it is used consists of four figures and a zone suffix, preceded and followed by the numeral sign. (*See* plates.)

131. Transmitting Figures.

All figures and times occurring in a message—except the time group—are to be spelt out.

132. Details of Special Signs.

(*a*) The Attention Sign denotes that the signs which follow represent letters. It is used at the commencement of a semaphore message and is to precede each distinct message.

(*b*) The Numeral Sign is used to precede and follow the time group.

(*c*) The Error Sign (8 or more E's) denotes that a preceding word, letter or numeral has been wrongly transmitted.

After making the Error Sign the Attention Sign is then to be made, followed by the last word, sent correctly, and the message continued.

133. Details of Miscellaneous Signs.

(*a*) The Full Stop Sign $\overline{\text{AAA}}$ is to be used when that mark of punctuation is necessary.

(*b*) The long break sign $\overline{\text{BT}}$ is to precede and follow the text.

(*c*) The ending sign may consist of $\overline{\text{AR}}$ or K. $\overline{\text{AR}}$ meaning this is the end of my transmission and no receipt is required. K meaning " End of message, give me a receipt (R)."

(*d*) The Separative Sign II is used in the same manner as in morse (*see* Article **140**).

(*e*) The Repeat Sign $\overline{\text{IMI}}$ is used in the following manner for requesting repetitions of missed or doubtful words in a message :—

(i) **To ask for a repetition of one word.**—The Repeat Sign, followed by WA (" word after "), and the word-s following the one required to be repeated.

(ii) **To ask for a repetition of All Before a certain word.**—The Repeat Sign, followed by AB and the word in question.

(iii) **To ask for a repetition of All After a certain word.**—The Repeat Sign, followed by AA and the word in question.

Signalling by Semaphore—*continued.*

(iv) **To ask for a repetition of all between two words.**—The Repeat Sign, followed by ..... (1st word) to .. (2nd word).

(v) To ask for a repetition of all of the message or of a particular message the Repeat Sign is to be made by itself or followed by the Time Group of the message required.

134. Example of a Semaphore Message.

Ramillies wishes to make a message to her second whaler. Having hoisted the call (*see* **125**), Ramillies makes the Attention sign by semaphore and when the second whaler has hoisted close up makes :—

$\overline{BT}$ Go to number seven jetty and bring off provision party $\overline{BT}$ numeral sign 1235 z numeral sign K.

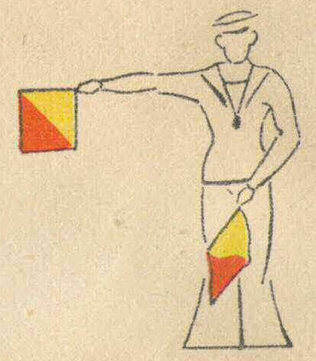
Second whaler gives receipt by bringing down Answering Pendant and making R by semaphore.

Note.—The time group would rarely be used with this type of message (*see* **130** (*b*)).

THE SEMAPHORE ALPHABET

PLATE 6.

A and 1



B and 2

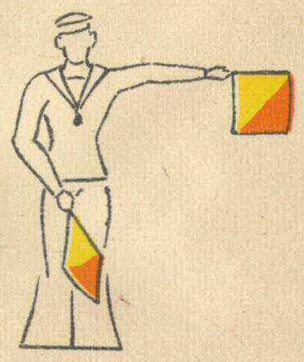
C and 3
(Answering Sign)

D and 4

L.2145. 56398 D 8761. 30,000. 1/45.

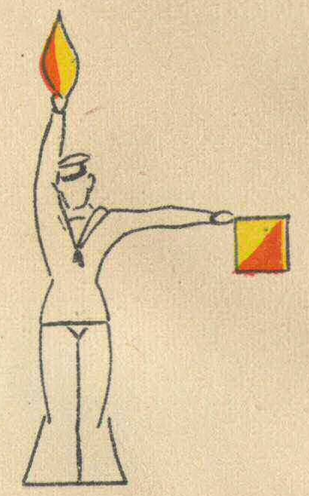
Malby & Sons, Lith.

E and 5

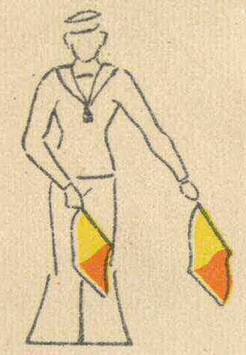


F and 6

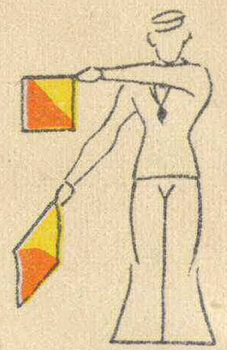
i and 9



J and 0
(Attention Sign)

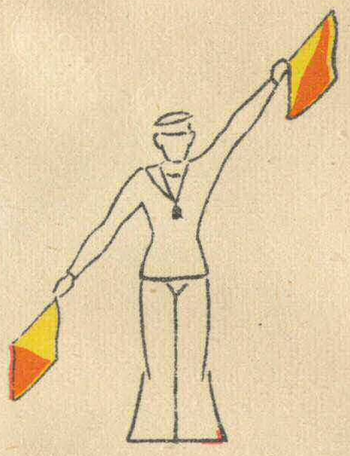


G and 7

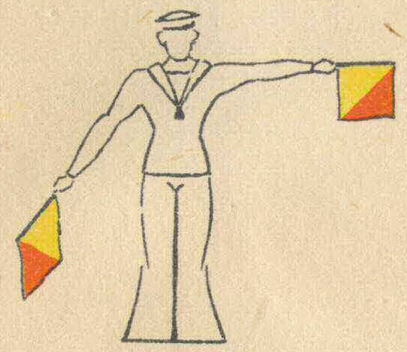


H and 8

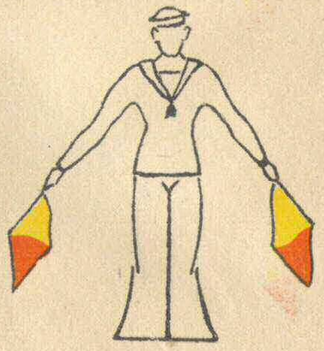
K



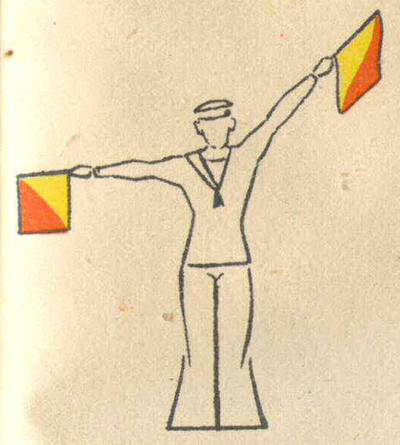
L



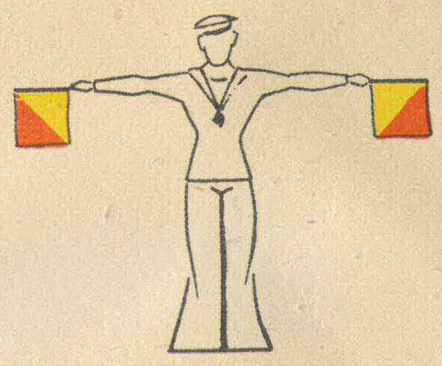
M



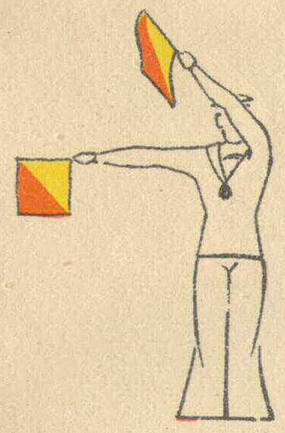
N



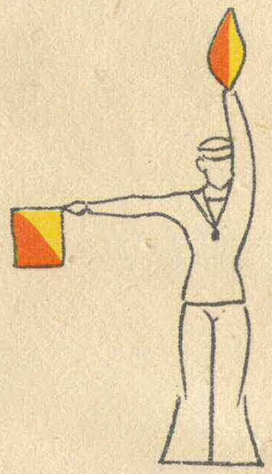
Q



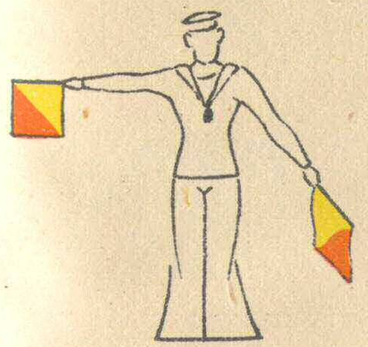
R



O

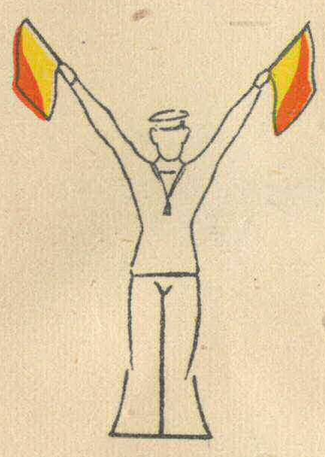


P



S

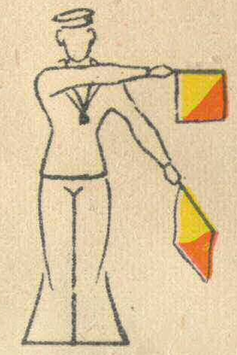
T



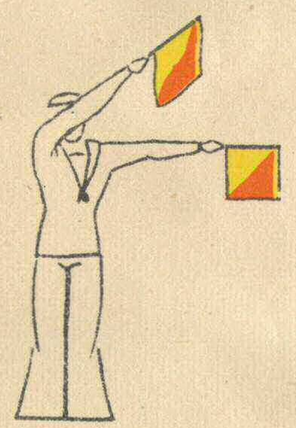
U

V

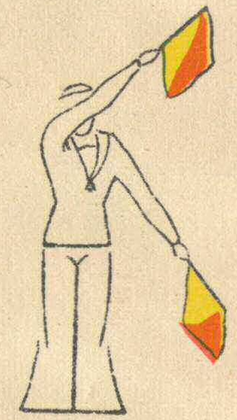
Y



Z



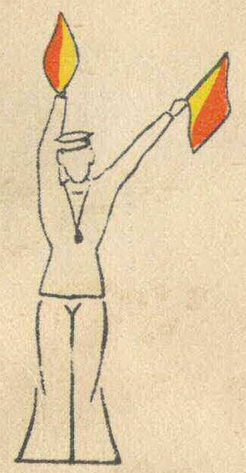
W



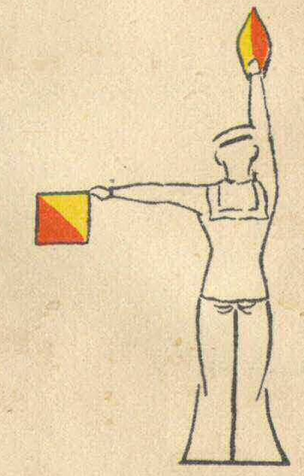
X

Error Sign
a succession of E's

Front Sign



Numeral Sign



Attention Sign
back view

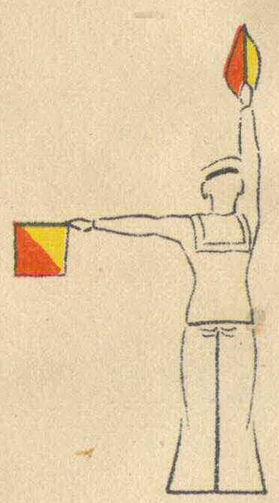


Figure (a)

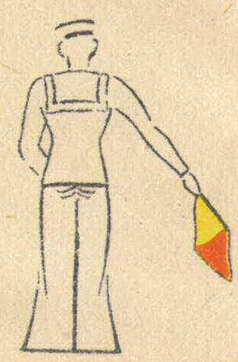


Figure (b)

TABLE VI.

THE MORSE CODE AND SPECIAL CHARACTERS.

(*a*) The Alphabet.

A . —	N — .
B — . . .	O — — —
C — . — .	P . — — .
D — . .	Q — — . —
E .	R . — .
F . . — .	S . . .
G — — .	T —
H	U . . —
I . .	V . . . —
J . — — —	W . — —
K — . —	X — . . —
L . — . .	Y — . — —
M — —	Z — — . .

(*b*) Numerals.

1 . — — — —	6 — . . . .
2 . . — — —	7 — — . . .
3 . . . — —	8 — — — . .
4 . . . . —	9 — — — — .
5	0 — — — — —

Table VI—*continued.*

(*c*) **Special Characters.**

NOTE.—A bar over the letters means that the letters are to be made as one sign.

Symbol.	*Sign.*	*Meaning.*
. — . — . —	$\overline{\text{AAA}}$	Fullstop.
. — . — .	$\overline{\text{AR}}$	End of transmission.
. — . . .	$\overline{\text{AS}}$	Wait.
— . . . —	$\overline{\text{BT}}$	Long break.
. . . — .	$\overline{\text{VE}}$	General call.
. . — — . .	$\overline{\text{IMI}}$	Repeat.
. . — . —	$\overline{\text{INT}}$	Interrogatory.
— . — — —	$\overline{\text{NO}}$	Negative sign.
. . — . . .	$\overline{\text{FI}}$	Numeral sign.
. . — . . — . .	$\overline{\text{FL}}$	Flagsign.
. — — . —	$\overline{\text{PT}}$	Pendant sign.
— . — . .	$\overline{\text{TL}}$	Tackline.
. . ' . .	ii	Separative sign.
. . — . . —	$\overline{\text{ix}}$	Execute to follow.
. . — . . —	5 secs. dash	Executive signal.
. . . . .	E's (8 or more)	Error sign.

(d) *Prosigns.*

AA	All after.
AB	All before.
WA	Word after.
C	You are correct.
K	Go ahead, transmit.
R	Received.
V	From.
W	Your light is unreadable.

Table VI—*continued.*

(*e*) SIGNS REPRESENTING SPECIAL FLAGS AND PENDANTS.

The self-evident letters representing these flags and pendants are made separately and are preceded by the linking sign, which is written $\overline{\ulcorner\ }$, thus :—

. — . — — . . . — . . . $\overline{\ulcorner\text{BB}}$ Battleship Flag.

Sign.	*Meaning.*
$\overline{\ulcorner\text{AF}}$	Affirmative Flag.
$\overline{\ulcorner\text{PL}}$	Aeroplane Flag.
$\overline{\ulcorner\text{AC}}$	Aircraft Carrier Flag.
$\overline{\ulcorner\text{AD}}$	Ahead Flag.
$\overline{\ulcorner\text{AN}}$	Answer Pendant.
$\overline{\ulcorner\text{AT}}$	Astern Flag.
$\overline{\ulcorner\text{BB}}$	Battleship Flag.
$\overline{\ulcorner\text{BC}}$	Battle Cruiser Flag.
$\overline{\ulcorner\text{BF}}$	Blue Affirmative.
$\overline{\ulcorner\text{BL}}$	Blue Pendant.
$\overline{\ulcorner\text{BG}}$	Bearing Pendant.
$\overline{\ulcorner\text{CH}}$	Church Pendant.
$\overline{\ulcorner\text{CO}}$	Course Pendant.
$\overline{\ulcorner\text{CR}}$	Cruiser Flag.
$\overline{\ulcorner\text{DD}}$	Destroyer Flag.
$\overline{\ulcorner\text{DV}}$	Division Flag.
$\overline{\ulcorner\text{FY}}$	Fishery Flag.
$\overline{\ulcorner\text{FR}}$	Formation Pendant.

Table VI—*continued.*

Sign.	*Meaning.*
⌈HR	Horary Pendant.
⌈OP	Optional Flag.
⌈PO	Port Flag.
⌈PP	Preparative Flag.
⌈PN	Position Pendant.
⌈RD	Red Pendant.
⌈ST	Starboard Flag.
⌈SN	Stationing Flag.
⌈SV	Sub-division Flag.
⌈SF	Squadron/Flotilla Flag.
⌈SS or ⌈SB	Submarine Flag.
⌈WT	White Pendant.

CHAPTER 13.

USE OF PROSIGNS.

135. General.

(*a*) The signs representing special flags and pendants given in Table VI (*e*), the Interrogatory and Negative Signs are used in Morse in exactly the same manner as the various flags and pendants (which they represent) would be used in flag signalling.

(*b*) Substitutes are not made in Morse, but the letters or numbers themselves are repeated.

136. The General Call.

(*a*) Used to attract attention before making a general message.

(*b*) It may also be used to call a boat, when there are no other boats in her vicinity, in preference to using the boat's visual callsign, provided the boat will have no doubt that she is the boat being called.

137. Prosign K.

(*a*) Answering a call. The prosign K is used to answer a call and means " Go ahead, transmit."

(*b*) Ending sign. When used as an ending sign, K means " This is the end of my transmission and a receipt (R) is required."

138. The Error Sign.

(*a*) Made after a word or group which has been transmitted incorrectly. The sender is then to repeat the last word or group transmitted correctly and continue the message.

(*b*) If desired to cancel a message during transmission the sender is to make the error sign followed by AR, which means " The message is in error, disregard it."

139. Long Break Sign $\overline{\text{BT}}$.

Used to separate the text from other parts of the message. It immediately precedes and follows the text.

140. Separative Sign.

(*a*) Used to separate parts of a message the meaning of which if not so separated, might not be clear.

Use of Prosigns—*continued.*

(*b*) It is written as a short dash, thus —

141. The Ending Sign $\overline{AR}$.

(*a*) Used to end messages when a receipt is not required.
(*b*) Ending sign " K " is used by the sender when a receipt (R) is required.

142. The Repeat Sign. $\overline{IMI}$

Used for requesting repetitions of missed or doubtful words or groups or whole messages in the manner given in Article **133** (*e*).

143. The Execute to follow Sign $\overline{IX}$.

Used immediately before the first long break indicates that the message is to be followed by an executive signal.

The executive signal is $\overline{IX}$ followed by a five seconds dash.

144. The Flag Sign is used

(*a*) Before a letter when it :—
(i) Represents an alphabetical flag used alone, or
(ii) Represents a single alphabetical flag separated from another group by a tackline.

(*b*) Before a numeral when it :—
(i) Represents a numeral flag used alone, or
(ii) Represents a single numeral flag separated from another group by a tackline, or
(iii) Is immediately preceded by a numbered pendant.

145. The Pendant Sign.

Used before a numeral or pair of numerals to denote that the numbers which follow it are to be read as a numbered pendant or pair of numbered pendants.

146. The Tackline Sign.

Is only to be signalled on those occasions when a tackline is ordered as stated in the instructions for making a signal (*e.g.*, in the instructions for Interrogatory Pendant, Optional Flag, etc.).

147.

CHAPTER 14.

SIGNALLING BY FLASHING.

148. General.

(*a*) The procedure to be employed is known as Directiona procedure.

(*b*) The flashing signals are made by exposing and obscuring a light, the Morse code being employed.

149. How to Commence a Message.

(*a*) The sender is to call up the ship or boat to whom she wishes to signal by making the visual callsign of the ship or boat, or (when to a boat) by making the General Call (*see* **136**) continuously until answered by the receiving ship making K.

(*b*) When answered, the call may be followed by V and the visual callsign of the transmitting ship or boat. This is not necessary when there can be no doubt as to the identity of the sender.

(*c*) If the sender is not the originator or if the message is intended for other ships or boats than those called up, it must be indicated at the commencement of the text (*see* examples).

150. How to End a Message.

All messages are to end with the ending sign, $\overline{AR}$ or K (*see* **141**).

151. How to Make a Message.

(*a*) P/L message.
The call is answered by K.
The V visual callsign of transmitting ship or boat is answered by a flash.
$\overline{BT}$ is answered by a flash.
Each word of the text is answered by a flash.
$\overline{BT}$ is answered by a flash.
The time group (if made) is answered by a flash.
The ending sign K is answered by R.

(*b*) Code message. As above except that :—
Each group of the text is to be repeated back by the reader.

(*c*) Each repetition back of a group if correct is to be answered by " C." But if the group is repeated back incorrectly the sender is to continue to make the correct group until it is repeated back correctly (*see* Example 2).

Signalling by Flashing—*continued.*

152. Time Group.

(*a*) The instructions given in Article **130** (*a*) and (*b*), apply also to flashing.

(*b*) When used the Time Group is made by means of the numerals and immediately follows the second $\overline{BT}$.

(*c*) It is not to be used in a message which is to be followed by an executive signal.

153. Transmitting Figures.

(*a*) All figures and times occurring in the subject matter of a P/L message (not Time Group) are to be spelt out.

(*b*) In coded messages figures are to be signalled as numerals.

154. Answering in Daytime.

(*a*) A boat called by flashing in daytime, if her lantern is of insufficient power for day use, is to answer with the answer pendant, in the manner given in Article **128.**

(*b*) To answer a Daylight Signalling Lantern, Pendant Eight is used in the same manner.

155. Examples of Flashing Messages.

Example 1. Launch belonging to "Resolution" has a P/L message to make to her ship.

Boat makes.	*Ship makes.*
$\overline{PT}$ 09 $\overline{PT}$ 09 etc.	K
V Launch	Flash
$\overline{BT}$	Flash
Mails	Flash
have	Flash
not	Flash
arrived	Flash
$\overline{BT}$	Flash
2137Z	Flash
K	R

Notes.—V Launch would not be necessary if there was no doubt who was making the message.

The time group, though not normally used on messages to and from boats, might be necessary on a message of this type. (**130***b*.)

Signalling by Flashing—*continued.*

Example 2. "Valiant" makes a coded message to her first picket boat.

Ship makes.	*Boat makes.*
$\overline{PT}$ 02 B $\lceil\overline{WT}$ 1 etc.	K
V Valiant	Flash
$\overline{BT}$	Flash
505	505
C	
083	082
083	083
C	
$\overline{BT}$	Flash
2022Z	Flash
K	R

Example 3. "Leander" has passed a message for her 1st Whaler to "Achilles."

This example illustrates "Achilles" passing the message on.

"Achilles" makes.	*Boat makes.*
$\overline{PT}$ 75 B $\overline{PT}$ 9 $\overline{FL}$ 1 etc.	K
V Achilles	Flash
$\overline{BT}$	Flash
From	Flash
Leander	Flash
Return	Flash
by	Flash
one	Flash
nine	Flash
three	Flash
zero	Flash
$\overline{BT}$	Flash
1823Z	Flash
K	R

Note.—$\overline{PT}$ 75 = "Leander."

TABLE VII.

SPECIAL TABLE FOR USE BETWEEN SHIPS AND BOATS DURING GUNNERY AND TORPEDO EXERCISES.

(*a*) This table is primarily intended for use during exercises and practices but may also be used at other times. **When using it the boat's visual callsign is invariably to be hoisted superior.**

(*b*) Targets are to be referred to by numbers as follows :—
When in tow—counting from van to rear.
When moored—counting from the left-hand target when looking from the firing ship.

(*c*) Numbered pendants are to be used inferior to signals to indicate a particular target. Thus—Y $\overline{\text{PT}}$ 1 means :—Shift target sails on No. 1 target.

Signal.	*Signification.*
A	Close nearer the ship. A numeral group inferior indicates in tens of yards the distance to be closed.
C	Open from the ship. A numeral group inferior indicates in tens of yards the distance to be opened.
D	Return to ship.
F	Turn.
G	Increase speed : Give way. (If stopped : Proceed.) Inferior to Negative :—Reduce speed : Pull easy. A numeral group inferior indicates the speed in knots.
H	Stop engines : Lay on oars.
I	Remain where you are.
J	Run parallel to the ship.
K	Steer a zig-zag course.
L	Keep (get) out of the way.
M	Increase range when turning. Inferior to Negative :—Decrease range when turning.
N	Too close to the ship last run. Inferior to the Negative :—Too far from the ship last run.

Table VII—*continued.*

Signal.	*Signification.*
O	Turn towards ship at end of run. Inferior to Negative :—Turn away from ship at end of run.
P	Turn sooner at end of run. Inferior to Negative :—Do not turn so soon at end of run.
Q	Next run will be on side indicated by Port or Starboard flag inferior.
R	Lengthen tow. Inferior to Negative :—Shorten tow. A numeral group inferior indicates the number of fathoms of two to be out.
S	Veer target. Inferior to Negative :—Haul in target.
T	Take target in tow. Inferior to Negative :—Cast off target in tow.
U	Drop target. Inferior to Negative :—Pick up target.
W	Bring target sails on board.
X	Set target sails. Inferior to Negative :—Furl sails.
Y	Shift target sails.
Z	Repair target sails.
1	On Jackstay, or leave Jackstay on. Inferior to Negative :—Off Jackstay.
2	Repair target.
3	Upright target.
4	Place target more to the right (as observed from the ship). Inferior to Negative :—Place target more to the left. A numeral signal inferior indicates in tens of yards the distance target is to be moved.
7	Place target further off. Inferior to Negative :—Place the target nearer. A numeral signal inferior indicates in tens of yards the distance target is to be moved.
8	Place target further to windward. Inferior to Negative :—Place target further to leeward.

Table VII—*continued.*

Signal.	*Signification.*
	A numeral signal inferior indicates in tens of yards the distance target is to be moved.
9	Examine target and report number of hits.
0	Signal number of hits after each run.
PP	Prepare. Stand by.
PT 1	Report when you are ready.
PT 2	Repeat.
PT 3	Finished. Practice completed.
PT 4	Pick up torpedo.
PT 5	Bring torpedo alongside.
PT 6	Can you see torpedo.
PT 7	Torpedo is beyond you. Inferior to Negative :—Torpedo is this side of you. A numeral signal inferior indicates the distance in tens of yards.
PT 0	Torpedo is to the right of you (as observed from the ship). Inferior to the Negative :—Torpedo is to the left of you. A numeral signal inferior indicates the distance in tens of yards.

TABLE VIII.

TABLE FOR THE USE OF BOATS WHEN MINE-SWEEPING.

(*a*) The **Numeral Pendant** is always to precede signals from this table, except where so indicated in the signals from this table, except where so indicated in the signals at the end of the Table.

(*b*) A Sweeping Ball is to be hoisted at the yardarm on the side on which sweep is veered.

Signal.	*Signification.*
A	In succession. Hoisted with a tackline inferior to a signal from this table indicates that the purport of that signal is to be carried out in succession. *Note.*—When passing or streaming sweeps, slipping or getting in sweeps, veering or shortening in kites and centre support wires, the purport of the signal is to be carried out by each following sub-division or boat on arrival at the same position relative to the limit of the area as that of the guide of the flotilla when the signal was hauled down.
B	Preserve Overlap. Superior to a numeral group indicates overlap in tens of yards.
C	The apparent overlap in tens of yards is as indicated by numeral group inferior. Numeral group superior :—The reverse of overlap.
D	Slip sweeps, attack submarine. *To be obeyed as soon as seen*
E	Slip sweep.
F	*Pass sweep. Take up station. Inferior to Negative :—In sweep. (Only for use with single ship sweep.) *Note.*—Yardarm sweeping ball is to be hoisted when the slip is on.

* Pendant 1 is to be hoisted when in station or on completion of the purport of the signal.

Table VIII—*continued.*

Signal.	*Signification.*
G	*Boats are to open out from their guide (or boat indicated), veering sweep as necessary if sweeps are out, and take up station. A numeral group inferior indicates the distance in tens of yards to which boats are to open.
H	*Boats are to close on their guide (or boat indicated) heaving in sweep as necessary (if sweeps are out). A numeral group inferior indicates in tens of yards the distance to which boats are to close.
I	*Take up " G " formation (to Port or Starboard as indicated). For use primarily when turning at the end of a lap with Oropesa sweep out.
J	*Down kite. A numeral group inferior indicates the number of fathoms of kite wire to be used, measured from water-line to the sling of the kite. Inferior to the Negative :—Up kite.
K	*Down kite. Veer centre support wire. Use number of fathoms of kite wire and centre support wire as previously arranged.
L	*Veer centre support wire. A numeral group inferior indicates the number of fathoms of centre support wire to be used.
N	*Veer sweep or adjust sweep wire to the number of fathoms indicated by numeral group inferior.
O	*Stream mine sweep. Inferior to Negative :—In mine sweep.
Q	All clear. Inferior to Negative :—Single ship sweep not functioning. To be kept flying until sweep is functioning properly.

* Pendant 1 is to be hoisted when in station or on completion of the purport of the signal.

Table VIII—*continued.*

Signal.	*Signification.*
R	Sweep has parted.
T	Sweep is foul of the bottom.
U	Strain indicates obstacle is in sweep and is being dragged.
V	Kite is not functioning. To be kept hoisted until kite is functioning correctly.
W	Float on the side indicated by Port or Starboard flag inferior has carried away.
X	Mine in sweep.
Y	Mooring of mine cut by sweep wire of boat hoisting this signal. This letter is also to be made three times on the syren.
Z	Let go dan buoy (indicated). Inferior to Negative :—Weigh dan buoy (indicated). Buoys will be indicated by an alphabetical flag, with or without numeral flags inferior, preceded by the alphabetical pendant. If no numeral flag is shown the whole of the line(s) indicated by the alphabetical flag(s) is/are to be laid or weighed. *Examples* :— $\overline{NO}$ Z $\overline{PT}$ 3 B Weigh B line. $\overline{NO}$ Z $\overline{PT}$ 3 C 3 Weigh C 3 buoy.
Port Flag numeral group	Am steering the number of degrees indicated by the numeral group to port to make good the signalled course.
Starboard Flag numeral group	Am steering the number of degrees indicated by the numeral group to starboard to make good the signalled course.
893†	You are inside your distance.
895†	You are outside your distance.

† These groups need not be preceded by the Numeral Pendant.

Table VIII—*continued.*

Signal.	*Signification.*
361†	Keep on your correct bearing, or bearing indicated, from your guide.
356†	Keep in the wake of your next ahead or boat (ship) indicated.
329†	Increase speed of engines. If engines are stopped :—Proceed.
110†	Decrease speed of engines.
543†	Proceed at full speed. Hoisted by a junior officer signifies—:" I am proceeding at full speed."
737†	Stop engines.

† These groups need not be preceded by the Numeral endant.

SIGNAL SECTION.

01 Abandon-ed
02 Abandon your boat
573 Race is abandoned
03 Act independently
04 Admiral's barge
05 Adrift
026 Buoy (indicated) is adrift
06 Advance
98 Boats to advance and land
07 After passing sweep, slip boat will open out from winch boat
08 Aground
88 Boat is aground
09 Ahead
356 Keep in the wake of your next ahead or boat (ship) indicated
778 Take station ahead
⌜AD You are ahead of station
10 Aircraft
11 Aircraft (number —) crashed (in position ——)
12 Aircraft (number —) forced landed (in position ——)
20 Am being attacked by Enemy Aircraft
138 Do you require more assistance to salve Aircraft
153 Endeavour to tow Aircraft back to ship, or ship indicated
546 Proceed at once to the assistance of Aircraft which is down bearing from you as indicated
547 Proceed in direction indicated to recover Aircraft
13 Air Station
14 Aldis Lamp
15 All clear
16 All organisations are annulled
17 Alongside
page 58 Bring torpedo alongside (Table VII)
034 Call alongside Flagship, or ship indicated, on your way back to the ship
035 Call alongside Flagship, or ship indicated, on your way onshore
070 Come alongside
071 Come alongside and hook on
813 Tow from alongside you
18 Alter course
19 Am being attacked by Enemy

Signal Section—*continued.*

20 Am being attacked by Enemy Aircraft
21 Am coming to pick you up
22 Am in danger of sinking
23 Am following up Submarine
24 Am going my full speed
25 Am in position where Submarine dived
26 Am now in my position
27 Am waiting for you to answer signal
28 Ammunition is expended
29 Ammunition lighter
30 Ammunition ship
- 561 Proceed to ship or place indicated for ammunition
- 610 Require more gun ammunition
- 611 Require more rifle ammunition

31 Anchor
32 Anchor as convenient
33 Anchor by the stern
34 Anchor in the manner previously arranged
35 Anchor instantly
36 Anchor near me
37 Anchor on the bearing indicated
- 220 Get ready for anchoring
- 296 Have you an anchor in the boat
- 540 Proceed and mark the channel by anchoring in the fairway
- 541 Proceed and mark the channel by anchoring on the side indicated

38 Anchorage
- 192 Follow ship to anchorage
- 558 Proceed to nearest anchorage till weather moderates
- 618 Return to anchorage

39 Annulled
- 16 All organisations are annulled

40 Answering
- 27 Am waiting for you to answer signal
- 64 Be more prompt in answering signals

41 Are you complete with fuel
42 Are you complete with fuel and water
43 Are you complete with water
44 Are you ready
45 Arms
46 Arms off the gunwhale

Signal Section—*continued.*

47 Assistance
- 137 Do you require assistance
- 138 Do you require more assistance to salve Aircraft
- 250 Go to assistance of boat capsized (in the direction indicated)*
- 251 Go to assistance of boat, or boat-s indicated (in the direction indicated)*
- 252 Go to assistance of man overboard (in the direction indicated)*
- 320 In distress and in want of immediate assistance
- 325 In want of medical assistance
- 546 Proceed at once to the assistance of Aircraft which is down bearing from you as indicated

48 Assume organisation indicated
49 Astern
- 779 Take station astern
- 814 Tow from astern of you
- ⌈AT You are astern of station

50 Attack-ed
51 Attack Enemy Submarine-s
- 19 Am being attacked by Enemy
- 20 Am being attacked by Enemy Aircraft
- 647 Scatter and attack independently

page 59. Slip sweeps. Attack Submarine. *See* Table VIII

52 Attention is called to the bearing indicated
53 Attention is called to boat's signal book
The article and paragraph to be indicated if necessary by a numeral signal and alphabetical flag preceded by $\overline{\text{PT}}$ 3

54 Awning
- 209 Furl your awning
- 615 Re-spread your awning
- 721 Spread your awning

55 Backboard
- 470 No one to sit abaft the backboard

56 Ballast
- 725 Start ballast
- 774 Take in ballast
- 826 Trim your boat, shift your ballast or crew

57 Bar
- 072 Come, or go, inside the bar at first opportunity
- 073 Come outside the bar at first opportunity

---

* *To be obeyed as soon as seen.*

Signal Section—*continued.*

58 Battery
- 125 Disconnect firing battery
- 174 Firing battery joined up
- 175 Firing battery test satisfactory
- 344 Join up firing battery

59 Battle Cruiser-s
60 Battleship-s
61 Be careful not to drag mark buoy out of position
62 Be careful not to part tow
63 Be cautious approaching the coast
64 Be more prompt in answering signals
65 Be more prompt in obeying signals
66 Be more prompt in repeating signals
67 Be more prompt in replying to signals
68 Beach or landing place (indicated) is contaminated (inferior to Negative :—Decontaminated)
69 Beach Master (at beach indicated)
70 Beacon
- 027 Buoy or beacon (indicated) has disappeared
- 028 Buoy or beacon (indicated) is in position
- 524 Place a light on the buoy or beacon (indicated)
- 604 Report if the buoy or beacon is in position
- 786 Take the place of the buoy or beacon (indicated)

71 Bear up
72 Bear up in succession
73 Bearing
- 37 Anchor on the bearing indicated
- 875 What is bearing of Enemy or target from you

74 Beef
75 Beef and vegetables
- 231 Go for or bring off beef and vegetables

76 Berth
- 674 Shift your berth

77 Best landing place bears from Coastguard station (or from —) in direction indicated (distance in hundreds of yards may be indicated by a numeral signal)
78 Bills of health
- 020 Bring off bill of health
- 021 Bring off bills of health for all ships

79 Board your tacks
- 134 Do not board until ship has pratique
- 318 If ship has not pratique get necessary information without going on board

Signal Section—*continued.*

80 Boat-s
81 Boats are to creep in the channel as previously arranged
82 Boats are to destroy boom-s as previously arranged
83 Boats are to lay mines as previously arranged
84 Boats are to sweep the channel as previously arranged
85 Boat capsized in the direction indicated
86 Boats indicated prepare to be dan layers
87 Boat or boats indicated is/are contaminated (Inferior to Negative :—Decontaminated)
88 Boat is aground
89 Boat is leaking
90 Boat is sinking
91 Boat is to be alongside Flagship, or ship indicated, to take telegram-s at time indicated
92 Boat making this signal (or boat indicated) has encountered gas
93 Boats of each ship are to be taken in tow of each other
94 Boats on port tack to tack
95 Boats on starboard tack to tack
96 Boats prepared with channel mark buoys are to assemble
97 Boats racing are to return to their ships
98 Boats to advance and land
99 Boats to return to their ships now, or at time indicated
001 Boats to return to their ships when practice is completed
002 Boats with guns are to quit the line and form separately
003 Boats without guns are to quit the line and form separately
004 Boats without guns are to return to their ships
005 Boat your oars
- 02 Abandon your boat
- 04 Admiral's barge
- 53 Attention is called to boat's signal book
  The article and paragraph to be indicated, if necessary by a numeral signal, and alphabetical flag preceded by $\overline{\text{PT}}$ 3
- 037 Can you see anything of our boat
- 056 Clean out boat while waiting
- 099 Coxswain to steer the boat
- 105 Cutter-s
- 119 Dighy-ies
- 120 Direct our boat-s to return to the ship
- 121 Direct our boat-s to wait for parties indicated

Signal Section—*continued.*

135 Do not overload your boat
177 Fishing boat-s
210 Galley-s
212 Get diver into the boat
214 Get your gear into the boat quickly and return to the ship
223 Gig-s
250 Go to assistance of boat capsized (in the direction indicated)
To be obeyed as soon as seen
251 Go to assistance of boat, or boat-s specified (in the direction indicated)
To be obeyed as soon as seen
267 Guard boat
281 Haul up your boat
296 Have you an anchor in the boat
298 Have you a compass in the boat
313 Hospital boat
369 Keep your boat head to sea
383 Launch-es
384 Launch your boat
457 Motor boat-s
458 Motor cutter-s
459 Motor dinghy
460 Motor launch-es
520 Picket boat-s
523 Pinnace-s
533 Power boat-s
567 Pulling boat-s
626 Rope's end, painter or fender hanging over the side of boat
631 Sailing boat-s
648 Sea boat-s
658 Send our boat, or boat-s specified off to the ship
659 Send steam (power) boat, or boat-s specified, here, or to ship or place indicated
707 Sit down in the boat
708 Skiff-s
712 Small boat should be brought in for landing purposes
728 Steamboat-s
729 Steam (motor) pinnace-s

Signal Section—*continued.*

748 Support boats engaged, or boat indicated
754 Sweeping boats
826 Trim your boat, shift your ballast or crew
838 Unship rudders, boats are to sail without rudders
852 Wardroom skiff
872 Whaler-s

006 Boat's crew
007 Boat's crew are all to be in the same dress
008 Boat's crew are improperly dressed
009 Boat's crew are pulling badly
010 Boat's crew are to sit down in the bottom of the boat
011 Boat's crew are to wear life-belts
012 Boat's crew will be relieved now or at time indicated
013 Boat's crew will not be relieved till practice is completed
014 Bollard
843 Use your towing bollard
015 Boom-s
82 Boats are to destroy boom-s as previously arranged
285 Have destroyed boom
419 Lower boom
571 Quarter boom
016 Bow-s
079 Come under the bow
781 Take station on port bow
784 Take station on starboard bow
017 Bread
233 Go for or bring off bread
018 Breakwater
page 58 Bring torpedo alongside (Table VII)
019 Bring off
020 Bring off bill of health
021 Bring off bills of health for all ships
022 Bring off mails
023 Bring off mails for all ships or those indicated
231 Go for or bring off beef and vegetables
232 Go for or bring off (*as indicated*)
233 Go for or bring off bread
234 Go for or bring off dockyard party
235 Go for or bring off water tank; and bring her to ship or ship indicated
237 Go onshore for or bring off church parties now, or at times indicated

Signal Section—*continued.*

238 Go onshore for or bring off liberty men now, or at time indicated
239 Go ashore for or bring off Officers now, or at time indicated
240 Go onshore for or bring off orderly now, or at time indicated
241 Go onshore for or bring off party of men now, or at time indicated
242 Go onshore for or bring off postman now, or at time indicated
243 Go onshore for or bring off range party now, or at time indicated
244 Go onshore for or bring off sand
245 Go onshore for or bring off stewards now, or at time indicated
246 Go onshore for or bring off telegram from—

024 Bubbles
651 Search for bubbles
025 Buoy-s
026 Buoy (indicated) is adrift
027 Buoy or beacon (indicated) has disappeared
028 Buoy or beacon (indicated) is in position
029 Buoy position in which Submarine was last seen
030 Buoy position of mines when slipped
031 Buoy position of torpedo
61 Be careful not to drag mark buoy out of position
96 Boats prepared with channel mark buoys are to assemble
147 Drop buoy. Inferior to Negative :—Recover buoy
253 Go to buoy (indicated) and render assistance to ship (indicated) in picking up buoy
349 Keep close to the line of buoys
389 Lay out mark buoy-s
390 Lay out mark buoy in your present position
427 Make fast to buoy, or buoy indicated
435 Mark buoys are correct
436 Mark your position by buoying it
524 Place a light on the buoy or beacon (indicated)
550 Proceed into harbour and remain at buoy ready to assist ship in picking up buoy
NO 147 Recover buoy

Signal Section—*continued.*

592 Remain near mark buoy, but do not secure to it
599 Replace flag on mark buoy
604 Report if the buoy or beacon is in position
710 Slip from buoy
752 Sweep and buoy a safe channel
786 Take the place of the buoy or beacon (indicated)
867 Weigh channel mark buoy-s
868 Weigh mark buoy-s
889 You are at the wrong buoy

032 Burn (smoke or lachrymatory) floats inboard
033 Cable is joined up to charge
124 Disconnect cable from charge
283 Have caught a cable
286 Have destroyed a cable
343 Join cable up to charge
680 Shorten in cable
834 Under-run cable
846 Veer cable
034 Call alongside Flagship, or ship indicated, on your way back to ship
035 Call alongside Flagship, or ship indicated, on your way onshore
036 Camber
254 Go to camber
255 Go to camber and remain for the night, returning to ship first thing in the morning
037 Can you see anything of our boat
page 58 Can you see torpedo (Table VII)
038 Cannot obtain soundings
039 Caps
477 Off caps
478 Off caps and jumpers
490 On caps
491 On caps and jumpers
040 Capsized
85 Boat capsized in the direction indicated
250 Go to assistance of boat capsized (in the direction indicated)
To be obeyed as soon as seen
041 Captain of dockyards office
042 Carry out a clearing sweep
043 Carry out a search of area or channel (indicated)

Signal Section—*continued.*

044 Carry out a searching sweep (ahead of —)
045 Cast off
page 57 Cast off target in tow (Table VII)
046 Cast off tow
FL 6 Cease firing
To be obeyed as soon as seen
047 Channel (or passage) is clear of mines
Hoisted by a pair of sweeping boats, denotes that their particular section is clear
81 Boats are to creep in the channel as previously arranged
84 Boats are to sweep the channel as previously arranged
043 Carry out a search of area or channel (indicated)
152 Endeavour to find a channel clear of mines (in direction indicated from position —)
160 Examine channel carefully
540 Proceed and mark the channel by anchoring in the fairway
541 Proceed and mark the channel by anchoring on the side indicated
609 Report when area or channel is clear
752 Sweep and buoy a safe channel
048 Charge has missed fire
049 Charge is in position
163 Explode the charge
176 Fire your charge
388 Lay out a new charge
535 Prepare a new charge
657 Send more charges
673 Shift the charge into correct position
871 Weigh the charge
050 Chase
051 Chase to windward, or in direction indicated
317 If not up with the chase before dark, or by time indicated, return
052 Chinstay-s
143 Down chinstays
839 Up chinstays
053 Church parties
054 Church parties are not to be landed. Return to the ship

Signal Section—*continued.*

237 Go onshore for or bring off church parties now, or at time indicated
055 Circuit is complete
056 Clean out boat while waiting
057 Clear minefield
058 Clear the range
059 Clear your colours
15 All clear
042 Carry out a clearing sweep
047 Channel (or passage) is clear of mines
Hoisted by a pair of sweeping boats, denotes that their particular section is clear
282 Haul out of formation and clear sweep
340 Is range clear, report when it is
348 Keep clear of dangerous area
510 Passage is clear
511 Passage is not clear
563 Propeller is clear
579 Range is clear
580 Range is foul
060 Close nearer ship making this signal (or —)
page 56 Close nearer the ship (Table VII)
061 Close nearer to Enemy or target
062 Close the target
351 Keep closer to the ship
063 Coal depot
064 Coal hulk
065 Coast
63 Be cautious approaching the coast
066 Coastguard station
77 Best landing place bears from Coastguard station (or from) in direction indicated (distance in hundreds of yards may be indicated by a numeral signal)
067 Collect
225 Go along the line to collect and deliver documents, letters or despatches
068 Collier
794 Tell collier, or collier indicated, to come alongside ship, or ship indicated
069 Colours
059 Clear your colours

Signal Section—*continued.*

094 Continue on the starboard tack
095 Course of Enemy is (was) as indicated
096 Course of Enemy Submarine when last seen was as indicated
097 Course is to be as indicated
18 Alter course
731 Steer a steady course
732 Steer course indicated
page 56 Steer a zigzag course (Table VII)
830 Turn together to port to course indicated
831 Turn together to starboard to course indicated
098 Coxswain
099 Coxswain to steer the boat
100 Creep-ing
81 Boats are to creep in the channel as previously arranged
101 Cruiser-s
102 Crutches
837 Unship crutches
103 Current
122 Direction and speed of current (in knots) are as indicated
539 Proceed and lie by dan buoy (indicated) and report direction and speed of current
104 Custom House
105 Cutter-s
458 Motor cutter-s
106 Damage or defects can be made good without assistance
107 Damage or defects cannot be made good without assistance
606 Report nature of your damage or defects
877 What number of hours will it require to repair damage or put your boat to rights
108 Dan buoy-s
86 Boats indicated prepare to be danlayers
382 Last lap to complete area. Weigh all dans after sweep has passed
page 61 Let go dan buoy-s (indicated) (Table VIII)
page 61 Weigh dan buoy-s (indicated) (Table VIII)
109 Danger-ous
22 Am in danger of sinking
348 Keep clear of dangerous area
897 You are standing into danger

Signal Section—*continued.*

274 Half-mast your colours
279 Haul down your colours
309 Hoist your colours
070 Come alongside
071 Come alongside and hook on
072 Come, or go, inside the bar at first opportunity
073 Come outside the bar at first opportunity
074 Come the lee side
075 Come to the wind in succession on the port tack
076 Come to the wind in succession on the starboard tack
077 Come to the wind together on the port tack
078 Come to the wind together on the starboard tack
079 Come under the bow
080 Come under the derrick
081 Come under the lee of ship for shelter
082 Come under the stern
083 Come within hail
084 Commander-in-Chief's office
085 Communicate
287 Have important information to communicate
288 Have intelligence to communicate
086 Compass
298 Have you a compass in the boat
087 Completed
088 Completed search of area or channel ordered.
A numeral signal inferior indicates the percentage swept.
001 Boats to return to their ships when practice is completed
$\overline{\text{PT}}$ 3 Practice completed (*see also* Table VII, *page* 58)
089 Concentrate your fire at the Enemy or target in the centre
090 Concentrate your fire at the Enemy or target to the left
091 Concentrate your fire at the Enemy or target to the right
092 Contaminated
68 Beach or landing place (indicated) is contaminated (inferior to Negative :—Decontaminated)
87 Boat or boats indicated is/are contaminated (inferior to Negative :—Decontaminated)
093 Continue on the port tack

Signal Section—*continued.*

110 Decrease speed of engines

111 Defect-s-ive
- 106 Damage or defects can be made good without assistance
- 107 Damage or defects cannot be made good without assistance
- 261 Go to the repair ship, or ship indicated for completed defects
- 606 Report nature of your damage or defects
- 733 Steering gear is defective

112 Depot ship

113 Depth charge-s
- 148 Drop a depth charge

114 Depth of water alongside pier or landing place is as indicated
- 332 Indicate the depth of water and nature of bottom
- 538 Proceed ahead of the ship, sounding and reporting depth of water
- 715 Sound continuously, reporting the depth of water

115 Derrick
- 080 Come under the derrick

116 Despatch-es

117 Despatch is necessary
- 225 Go along the line to collect and deliver documents, letters or despatches
- 772 Take despatches out of the ship or boat indicated, and bring them to Flagship or ship denoted

118 Destroyers

119 Dinghy-ies
- 459 Motor dinghy-ies

120 Direct our boat-s to return to the ship

121 Direct our boat-s to wait for parties indicated

122 Direction and speed of current (in knots) are as indicated
- 262 Go to the ship in the direction indicated

123 Disabled
- 156 Engines are disabled, unable to proceed unless they are repaired

124 Disconnect cable from charge

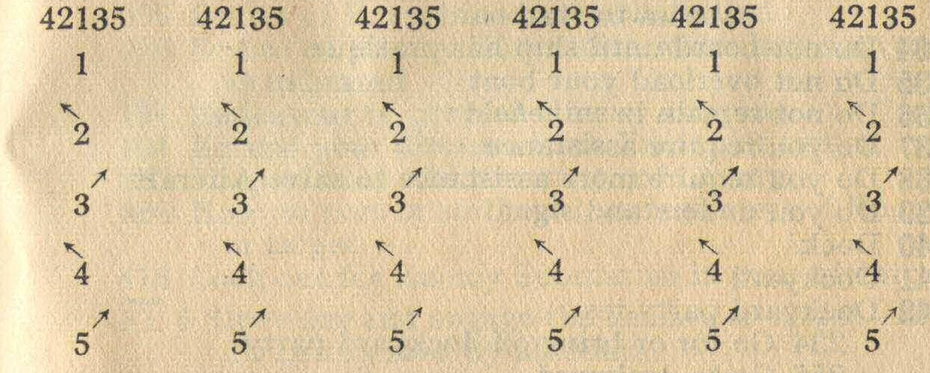
125 Disconnect firing battery

126 Disembarking

Signal Section—*continued.*

205 Form the disembarking order

The diagram shows the order of boats when so formed. It also shows how the boats of each tow act when cast off in order to take up this line abreast formation



127 Disposal
- 525 Place yourself at the disposal of ship indicated

128 Disregard the Senior Officer's motions

129 Distance
- 164 Extend your distance from Enemy or target
- 368 Keep within visual signal distance
- 497 Open to extreme visual signal distance
- 498 Open to a greater distance from me or —
- 506 Pairs to be distance apart indicated
- 893 You are inside your distance
- 895 You are outside your distance
- 898 You are to be the distance from target indicated

130 Distinguish-ed-ing
- 687 Show visual callsign of your division
  To be obeyed as soon as seen
- 688 Show visual callsign of your sub-division
  To be obeyed as soon as seen
- 693 Show your visual callsign
  To be obeyed as soon as seen
- 695 Show your ship's visual callsign
  To be obeyed as soon as seen
- 700 Signal cannot be distinguished as now hoisted

131 Distress
- 320 In distress and in want of immediate assistance

Signal Section—*continued.*

132 Diver-s
- 212 Get diver into the boat
- 901 You may send diver down

133 Division-s
- 198 Form divisions in line ahead, columns disposed abeam to port
- 199 Form divisions in line ahead, columns disposed abeam to starboard

134 Do not board until ship has pratique
135 Do not overload your boat
136 Do not remain in minefield
137 Do you require assistance
138 Do you require more assistance to salve Aircraft
139 Do you understand signal
140 Dock
141 Dockyard
142 Dockyard party-ies
- 234 Go for or bring off dockyard party
- 256 Go to dockyard

143 Down chinstays
144 Dress-ed
- 007 Boat's crew are all to be in the same dress
- 008 Boat's crew are improperly dressed

145 Drifter-s
146 Drifting mine-s has (have) been found
147 Drop buoy. Inferior to Negative :—Recover buoy
148 Drop a depth charge
- *page* 57 Drop target (Table VII)
- 570 Put over (smoke or lachrymatory) floats

149 Ease sheet-s
- *page* 56 Pull easy (Table VII)

150 Embark
151 Embark patrol (at)
- 226 Go and embark the men landed or those specified

152 Endeavour to find a channel clear of mines (in direction indicated from position —)
153 Endeavour to tow Aircraft back to ship, or ship indicated
154 Endeavour to prevent Enemy escaping
- $\overline{\text{FL}}$ N Enemy in sight as indicated

155 Enemy Submarine on surface in (position) steering in direction indicated
- 19 Am being attacked by Enemy

- 20 Am being attacked by Enemy Aircraft
- 51 Attack Enemy Submarine-s
- 061 Close nearer to Enemy or target
- 089 Concentrate your fire at the Enemy or target in the centre
- 090 Concentrate your fire at the Enemy or target to the left
- 091 Concentrate your fire at the Enemy or target to the right
- 095 Course of Enemy is (was) as indicated
- 096 Course of Enemy Submarine when last seen was as indicated
- 154 Endeavour to prevent Enemy escaping
- 164 Extend your distance from Enemy or target
- 363 Keep outside effective range of Enemy
- 366 Keep to port or starboard, as indicated, of Enemy or target
- 418 Look out for Enemy Submarine in your vicinity
- $\overline{\text{FL}}$ 5 Open fire and engage the Enemy or target
  To be repeated by all boats
  May be obeyed as soon as seen
- 875 What is bearing of Enemy or target from you

156 Engines are disabled, unable to proceed unless they are repaired
- 110 Decrease speed of engines
- 329 Increase speed of engines
- 737 Stop engines (*see also* Tables VII and VIII)
- 842 Use sails and engines

157 Entrance
158 Escaping
- 154 Endeavour to prevent Enemy escaping

159 Examine-ation
160 Examine channel carefully
- $\overline{\text{NO}}$ 705 Examine mine and report whether moored or drifting, age and type
- *page* 58 Examine target and report the number of hits (Table VII)

161 Examination vessel
162 Exercise-ing
163 Explode the charge
164 Extend your distance from Enemy or target
165 Fenders
- 321 In fenders

166 Field gun-s

Signal Section—*continued.*

167 Field guns crew-s
168 Fill up with fuel
169 Fill up with fuel and water
170 Fill up with water
PT 3 Finished. Practice completed
171 Fir-s-ing
172 Fire a rocket
173 Fire a sound rocket
174 Firing battery joined up
175 Firing battery test satisfactory
176 Fire your charge
FL 6 Cease firing
To be obeyed as soon as seen
048 Charge has missed fire
089 Concentrate your fire at the Enemy or target in the centre
090 Concentrate your fire at the Enemy or target to the left
091 Concentrate your fire at the Enemy or target to the right
328 Increase rate of fire
398 Let fires die out
FL 5 Open fire and engage the Enemy or target
To be repeated by all boats
May be obeyed as soon as seen
894 You are not to open fire until so idrected by signal
177 Fishing boat-s
178 Fit mines with detonators
179 Fix your position by masthead angles of ship, or ship indicated
180 Fix your position by sextant angles between objects onshore
181 Flag-s
598 Repeat all flag signals
PT 2 Repeat last flag signal made by you
701 Signal made is not understood though flags can be distinguished-
182 Flagship
91 Boat is to be alongside Flagship, or ship indicated, to take telegram-s at time indicated
034 Call alongside Flagship, or ship indicated, on your way back to ship

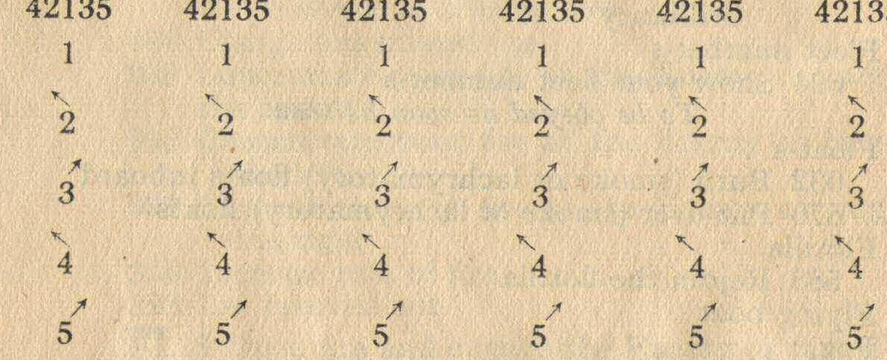
Signal Section—*continued.*

035 Call alongside Flagship, or ship indicated, on your way onshore
257 Go to Flagship or ship indicated
258 Go to Flagship, or ship or place indicated, for telegram
483 Officer in Command is to repair on board Flagship
772 Take despatches out of the ship or boat denoted, and bring them to Flagship or ship indicated
183 Flashing
902 Your flashing light is too bright, reduce the brilliancy
903 Your flashing light is too dim, increase the brilliancy
184 Fleet number-s
694 Show your fleet number-s
To be obeyed as soon as seen
185 Float-s
032 Burn (smoke or lachrymatory) floats inboard
570 Put over (smoke or lachrymatory) floats
186 Flotilla
588 Rejoin the flotilla
187 Flying boat
188 Fog
757 Sweeps will not be slipped unless fog appears to be continuing
189 Follow-ing
190 Follow motions of Senior Officer
191 Follow ship into harbour
192 Follow ship to anchorage
193 Follow ship out of harbour
194 Follow the ship, or ship indicated
195 Follow the target
196 Follow up Submarine
23 Am following up Submarine
770 Take all boats in tow and follow the ship into harbour
197 Foremast
706 Sit abaft the foremast
198 Form Divisions in line ahead, columns disposed abeam to port
199 Form divisions in line ahead, columns disposed abeam to starboard

Signal Section—*continued.*

200 Form in single line abreast to port
201 Form in single line abreast to starboard
202 Form single line ahead in sequence of fleet numbers
203 Form sub-divisions in line ahead, columns disposed abeam to port
204 Form sub-divisions in line ahead, columns disposed abeam to starboard
205 Form the disembarking order

The diagram shows the order of boats when so formed. It also shows how the boats of each tow act when cast off in order to tape up this line abreast formation



206 Foul
564 Propeller is foul
580 Range is foul
207 Frozen meat ship
208 Fuel
41 Are you complete with fuel
42 Are you complete with fuel and water
168 Fill up with fuel
169 Fill up with fuel and water
299 Have you enough fuel and water for service ordered
323 In want of fuel
324 In want of fuel and water
621 Return to your ship, or ship indicated, for fuel and water
page 57 Furl sail-s (on target) (Table VII)
209 Furl your awning
FL D Gas Alarm

Signal Section—*continued.*

92 Boat making this signal (or boat indicated) has encountered gas
492 On respirators
210 Galley-s
211 Gear
214 Get your gear into the boat quickly and return to the ship
212 Get diver into the boat
213 Get in tow
page 56 Get out of the way (Table VII)
214 Get your gear into the boat quickly and return to the ship
215 Get your mast-s down
216 Get your mast-s down before coming alongside
217 Get your mast-s down, out oars and pull
218 Get your mast-s up
219 Get ready
220 Get ready for anchoring
221 Get ready for hoisting in
222 Get ready for hooking on
223 Gig-s
page 56 Give way (Table VII)
224 Go alongside target
225 Go along the line to collect and deliver documents, letters or despatches
226 Go and embark the men landed or those indicated
227 Go for
228 Go for Medical Officer of Guard
229 Go for Officer-s attending Courts Martial
230 Go for Officer of Guard
231 Go for or bring off beef and vegetables
232 Go for or bring off (as indicated)
233 Go for or bring off bread
234 Go for or bring off dockyard party
235 Go for or bring off water tank and bring her to ship or ship indicated
236 Go onshore for
237 Go onshore for or bring off church parties now, or at time indicated
238 Go onshore for or bring off liberty men now, or at time indicated
239 Go onshore for or bring off Officers now, or at time indicated

Signal Section—*continued.*

240 Go onshore for or bring off orderly now, or at time indicated
241 Go onshore for or bring off party of men now, or at time indicated
242 Go onshore for or bring off postman now, or at time indicated
243 Go onshore for or bring off range party now, or at time indicated
244 Go onshore for or bring off sand
245 Go onshore for or bring off stewards now, or at time indicated
246 Go onshore for or bring off telegram from—
247 Go to
248 Go to Admiral's office for letters
249 Go to Admiral Superintendent's office for letters
250 Go to assistance of boat capsized (in the direction indicated)*
251 Go to assistance of boat, or boat-s indicated (in the direction indicated)*
252 Go to assistance of man overboard (in the direction indicated)*
253 Go to buoy (indicated) and render assistance to ship (indicated) in picking up buoy
254 Go to Camber
255 Go to Camber and remain for the night, returning to ship first thing in the morning
256 Go to dockyard
257 Go to Flagship or ship indicated
258 Go to Flagship or ship or place indicated for telegram
259 Go to hospital ship, or ship or place indicated for recovered patients
260 Go to place indicated
261 Go to repair ship, or ship indicated, for completed defects
262 Go to the ship in the direction indicated
263 Go to ship or place indicated for mails, and take them to Flagship or ship indicated
264 Go to target and mark the number of hits
265 Go to victualling yard
266 Grass line
519 Pick up grass line under stern

---

* *To be obeyed as soon as seen.*

Signal Section—*continued.*

267 Guard boat
268 Guard ship
228 Go for Medical Officer of Guard
230 Go for Officer of Guard
439 Medical Officer of Guard is to repair on board Flagship
485 Officer of Guard is to repair on board Flagship
269 Gun-s
270 Guns are making good shooting
002 Boats with guns are to quit the line and form separately
003 Boats without guns are to quit the line and form separately
004 Boats without guns are to return to their ships
610 Require more gun ammunition
271 Gunwhale
46 Arms off the gunwhale
272 Gunwharf
273 Hail
083 Come within hail
274 Half-mast your colours
275 Handicap-s is/are or will be as indicated
276 Harbour
191 Follow ship into harbour
193 Follow ship out of harbour
319 If weather is too bad outside return to harbour
517 Permission has been obtained for ship or boat to proceed into harbour
549 Proceed into harbour
550 Proceed into harbour and remain at buoy ready to assist ship in picking up buoy
551 Proceed into harbour and wait till ship returns
552 Proceed into harbour independently
554 Proceed out of harbour
555 Proceed out of harbour independently
590 Remain in harbour till weather moderates
770 Take all boats in tow and follow the ship into harbour
849 Wait for high water before entering or leaving harbour
277 Harbour Master
278 Haul down

Signal Section—*continued.*

279 Haul down your colours
page 57 Haul in target (Table VII)
280 Haul sheet-s aft
281 Haul up your boat
282 Haul out of formation and clear sweep
283 Have caught a cable
284 Have caught a trip
285 Have destroyed boom
286 Have destroyed a cable
287 Have important information to communicate
288 Have intelligence to communicate
289 Have letters and/or telegrams for you
290 Have mails for you
291 Have nothing to report
292 Have obtained soundings*
293 Have shoaled the water suddenly*
294 Have telegrams for you
295 Have you — in the boat
296 Have you an anchor in the boat
297 Have you anthing to report
298 Have you a compass in the boat
299 Have you enough fuel and water for service ordered
300 Have you found torpedo
301 Have you got your oilskins in the boat
302 Have you secured torpedo
303 Have you a signalman in the boat
304 Health Officer
305 Heave to
306 Heliograph
307 Helm (*see* Rudder)
622 Reverse your rudder when the boat gathers stern way
308 Hits
page 58 Examine target and report the number of hits (Table VII)
264 Go to target and mark the number of hits
page 58 Signal number of hits after each run (Table VII)
309 Hoist your colours

---

* A numeral signal inferior denotes the depth in fathoms

Signal Section—*continued.*

310 Hoist your sail-s taut up
221 Get ready for hoisting in
311 Hook on
071 Come alongside and hook on
222 Get ready for hooking on
312 Hospital
313 Hospital boat
314 Hospital ship
259 Go to hospital ship, or ship or place indicated for recovered patients
315 How many more runs have you to make
316 If injured take pilot and observer to nearest ship or ship indicated for medical treatment
317 If not up with the chase before dark, or by time indicated, return
318 If ship has not pratique get necessary information without going onboard
319 If weather is too bad outside return to harbour
320 In distress and in want of immediate assistance
321 In fenders
322 In sight
323 In want of fuel
324 In want of fuel and water
325 In want of medical assistance
326 Increase
327 Increase distance from the target
page 56 Increase range when turning (Table VII)
328 Increase rate of fire
329 Increase speed of engines.(*ee also* Table VIII)
330 Independently
03 Act independently
647 Scatter and attack independently
331 Indicate
332 Indicate the depth of water and nature of bottom
333 Information
287 Have important information to communicate
334 Injured
316 If injured take pilot and observer to nearest ship or ship indicated for medical treatment
619 Return to ship at once with pilot and observer if injured
335 Intelligence
288 Have intelligence to communicate

Signal Section—*continued.*

336 Intercept
337 Intercept sailing vessel and ask her to keep clear of range
338 Intercept steamer and ask her to keep clear of range
359 Keep near the land to intercept ships and boats passing inshore
339 Is landing practicable
340 Is range clear, report when it is
341 Island
342 Jetty
343 Join cable up to charge
344 Join up firing battery
033 Cable is joined up to charge
345 Jumpers
478 Off caps and jumpers
479 Off jumpers
491 On caps and jumpers
493 On jumpers
346 Keep a better look out for signals
347 Keep away
348 Keep clear of dangerous area
349 Keep close to the line of buoys
350 Keep close to the wind
351 Keep closer to the ship
352 Keep further from the ship (or —)
353 Keep further off shore
354 Keep inshore out of the tide till you are abreast of ship
355 Keep in the wake of your Guide
356 Keep in the wake of your next ahead or boat (ship) indicated
357 Keep more to port
358 Keep more to starboard
359 Keep near the land to intercept ships and boats passing inshore
360 Keep nearer inshore
361 Keep on your correct bearing or on bearing indicated from your Guide
362 Keep out of the tide
page 56 Keep out of the way (Table VII)
363 Keep outside effective range of Enemy
364 Keep sails full
365 Keep stroke

Signal Section—*continued.*

366 Keep to port or starboard, as indicated, of Enemy or target.
367 Keep to windward
368 Keep within visual signal distance
369 Keep your boat head to sea
370 Keep your steam up
371 King's Harbour Master's office
372 Kite or sweep damaged
373 Kite wire parted
612 Require new kite
753 Sweep and kite has carried away
374 Land-ing
375 Land patrol (at)
376 Land in sight, bearing and distance as indicated
377 Land the troops now, or at time indicated
378 Landing is impossible until weather moderates
379 Landing is safe now, or at time indicated
380 Landing party
381 Landing place
68 Beach or landing place (indicated) is contaminated. (Inferior to Negative :—Decontaminated)
77 Best landing place bears from Coastguard station (or from —) in direction indicated (distance in hundreds of yards may be indicated by a numeral signal)
98 Boats to advance and land
339 Is landing practicable
589 Remain at landing place until you are recalled
712 Small boat should be brought in for landing purposes
797 This is a good landing place

Note.—Landing place will be indicated by a white ensign.

382 Last lap to complete area. Weigh all dans after sweep has passed
383 Launch-es
384 Launch your boat
385 Laid
445 Mines have been laid as ordered
469 No mines are to be laid
386 Lay mines as previously arranged

Signal Section—*continued.*

387 Lay off
page 56 Lay on your oars (Table VII)
388 Lay out a new charge
389 Lay out mark buoy-s
390 Lay out mark buoy in your present position
391 Lay out the target-s
392 Leaking
89 Boat is leaking
393 Leave-ing
394 Leave (pass) ship, unit or place indicated on your port or starboard hand as indicated
395 Lee
074 Come the lee side
081 Come under the lee of ship for shelter
396 Leeward
405 Lie to leeward of the target
397 Lengthen
page 57 Lengthen tow (Table VII)
398 Let fires die out
page 61 Let go dan buoy (Table VIII)
399 Letters
225 Go along the line to collect and deliver documents, letters or despatches
248 Go to Admiral's office for letters
249 Go to Admiral Superintendent's office for letters
289 Have letters and/or telegrams for you
400 Liberty men
238 Go onshore for or bring off liberty men now or at time indicated
401 Lie further from the target
402 Lie nearer the target
403 Lie on the side of the target indicated
404 Lie off
405 Lie to leeward of the target
406 Lie to the left of the target
407 Lie to the right of the target
408 Lie to windward of the target
409 Life belts
011 Boat's crew are to wear life belts
410 Light-s
411 Light house
412 Light ship
524 Place a light on the buoy or beacon indicated

Signal Section—*continued.*

689 Show navigation lights
690 Show no lights at all
691 Show side lights
692 Show stern lights
759 Switch off navigation lights
760 Switch on navigation lights
902 Your flashing light is too bright, reduce the brilliancy
903 Your flashing light is too dim, increase the brilliancy
413 Lighter
414 Line
572 Quit the line
617 Resume station in the line
415 Line-abreast
200 Form in single line abreast to port
201 Form in single line abreast to starboard
416 Line-ahead
198 Form divisions in line ahead, columns disposed abeam to port
199 Form divisions in line ahead, columns disposed abeam to starboard
202 Form single line ahead in sequence of fleet numbers
203 Form sub-divisions in line ahead, columns disposed abeam to port
204 Form sub-divisions in line ahead, columns disposed abeam to starboard
417 Look out ahead or in direction indicated
418 Look out for Enemy Submarine in your vicinity
346 Keep a better look out for signals
553 Proceed on bearing indicated to sound and look out
419 Lower boom
420 Mail-s
421 Mails have not yet arrived
422 Mails leave at time denoted
423 Mail steamer
022 Bring off mails
023 Bring off mails for all ships or ships indicated
263 Go to ship or place indicated for mails, and take them to Flagship or ship indicated

Signal Section—*continued.*

290 Have mails for you
796 There are mails and/or telegrams at Post Office for you
878 What time do mails leave

424 Make a smoke screen
425 Make fast
426 Make fast astern
427 Make fast to buoy or buoy indicated
428 Make fast to or at place indicated
429 Make less smoke
430 Make sail
431 Man overboard
252 Go to assistance of man overboard (in the direction indicated)
To be obeyed as soon as seen

560 Proceed to search for man overboard from—
432 Manœuvre-s-ing
433 Manœuvre well executed
Inferior to Negative :—Manœuvre badly executed
434 Mark buoy-s
435 Mark buoys are correct
436 Mark your position by buoying it
540 Proceed and mark the channel by anchoring in the fairway
541 Proceed and mark the channel by anchoring on the side indicated
437 Mast-s
215 Get your mast-s down
216 Get your mast-s down before coming alongside
217 Get your mast-s down, out oars and pull
218 Get you mast-s up
438 Matter
874 What is the matter
439 Medical Officer of Guard is to repair onboard Flagship
228 Go for Medical Officer of Guard
316 If injured take pilot and observer to nearest ship or ship indicated for medical treatment
325 In want of medical assistance
440 Men
226 Go and embark the men landed or those indicated
607 Report number of men onboard

Signal Section—*continued.*

441 Message
542 Proceed and repeat to the boat or ship indicated message I have just made or am about to make
442 Miles
443 Mine-s
444 Mine or number indicated has (have) been sunk
445 Mines have been laid as ordered
FL M Mine in sight as indicated
83 Boats are to lay mines as previously arranged
030 Buoy position of mines when slipped
146 Drifting mine-s has (have) been found
NO 705 Examine mine and report whether moored or drifting, age and type
178 Fit mines with detonators
386 Lay mines as previously arranged
452 Moored mine afloat in sight as indicated
453 Moored mine-s has (have) been found
469 No mines are to be laid
705 Sink mine-s
Inferior to Negative :—Examine mine, report whether moored or drifting, age and type
815 Tow mine-s out of channel
869 Weigh mine-s
446 Minefield
057 Clear minefield
136 Do not remain in minefield
447 Mining
448 Minelayer-ing
449 Minesweeper-s-ing
787 Take up minesweeping formation indicated
450 Mole
451 Moor-ed-ing-s
452 Moored mine afloat in sight as indicated
453 Moored mine-s has (have) been found
454 Mooring buoy
455 Motions
128 Disregard the Senior Officer's motions
190 Follow motions of Senior Officer
456 Motor
457 Motor boat-s
458 Motor cutter-s
459 Motor dinghy-ies

Signal Section—*continued.*

460 Motor launch-es
729 Steam (motor) pinnace
461 Mud
462 Naval barracks
463 Naval depot
464 Naval hospital
465 Naval Armament depot
466 Naval Store Officer
467 Navigation
689 Show navigation lights
759 Switch off navigation lights
760 Switch on navigation lights
468 Nets
744 Submarine in nets
750 Surround vessel making signal "Submarine in nets"
page 57 Next run will be on the side indicated (Table VII)
469 No mines are to be laid
470 No one to sit abaft the backboard
471 Number-s
694 Show your fleet number-s
To be obeyed as soon as seen
472 Oar-s
473 Oars should be tossed together
005 Boat your oars
page 56 Lay on your oars (Table II)
502 Out oars and pull
810 Toss your oars
841 Use oars and sail
474 Obeying
65 Be more prompt in obeying signals
475 Observation station
476 Obtain
477 Off caps
478 Off caps and jumpers
479 Off jumpers
480 Off oilskins
481 Office
248 Go to Admiral's office for letters
249 Go to Admiral Superintendent's office for letters
482 Officer-s

Signal Section—*continued.*

483 Officer in Command is to repair on board Flagship
484 Officer of the boat is to steer
485 Officer of Guard is to repair on board Flagship
486 Officer of the patrol is to repair onboard Flagship
228 Go for Medical Officer of Guard
229 Go for Officer-s attending Court Martial
230 Go for Officer of Guard
239 Go on shore for or bring off Officers now, or at time indicated
439 Medical Officer of Guard is to repair onboard Flagship
640 Salute the Officer-s or Foreign Officer-s passing or about to pass you
663 Senior Officer to take Junior Officers under his orders
487 Oil depot
652 Search for signs of oil or wake of Submarine
488 Oiler
795 Tell Oiler, or Oiler indicated, to come alongside ship, or ship indicated
489 Oilskins
301 Have you got your oilskins in the boat
480 Off oilskins
494 On oilskins
490 On caps
491 On caps and jumpers
492 On respirators
493 On jumpers
494 On oilskins
495 Onboard
496 Open and signal contents of telegram, or telegram addressed —
$\overline{\text{FL}}$ 5 Open fire and engage the Enemy or target
To be repeated by all boats
May be obeyed as soon as seen
894 You are not to open fire until so directed by signal
page 56 Open from the ship (Table VII)
497 Open to extreme visual signal distance
498 Open to a greater distance from me or —
499 Orderly
240 Go on shore for or bring off orderly now, or at time indicated

Signal Section—*continued.*

500 Orders
548 Proceed in execution of previous orders
663 Senior Officer to take Junior Officers under his orders
501 Organisation-s
16 All organisations are annulled
48 Assume organisation indicated
502 Out oars and pull
503 Overboard
252 Go to assistance of man overboard (in the direction indicated)
To be obeyed as soon as seen
431 Man overboard
559 Proceed to position indicated to search for man overboard
560 Proceed to search for man overboard from —
504 Overload-ed
135 Do not overload your boat
505 Painter-s
626 Rope's end, painter or fender hanging over the side of the boat
506 Pairs to be distance apart indicated
507 Part company
508 Party
234 Go for or bring off dockyard party
241 Go onshore for or bring off party of men now, or at time indicated
509 Pass (leave) ship, unit or place indicated on your port or starboard hand as indicated
510 Passage is clear
511 Passage is not clear
512 Passenger-s
513 Passengers have been saved
151 Embark patrol (at)
375 Land patrol (at)
486 Officer of the patrol is to repair onboard Flagship
514 Peak
801 Top your peak
515 Pens
516 Periscope in sight
517 Permission has been obtained for ship or boat to proceed into harbour

Signal Section—*continued.*

518 Pick up
519 Pick up grass line under stern
page 57 Pick up target-s (Table VII)
page 58 Pick up torpedo (Table VII)
21 Am coming to pick you up
883 Will pick you up after next run
884 Will pick you up after this run
520 Picket boat-s
521 Pier
522 Pier master
523 Pinnace-s
729 Steam (motor) pinnace-s
524 Place a light on the buoy or beacon (indicated)
525 Place yourself at the disposal of ship indicated
260 Go to place indicated
561 Proceed to ship or place indicated for ammunition
526 Pockets
527 Pontoon
528 Poppets
676 Ship poppets
529 Port
530 Port Tack
⌈PO Steer more to port
531 Position-s
25 Am in position where Submarine dived
26 Am now in my position
029 Buoy position in which Submarine was last seen
031 Buoy position of torpedo
049 Charge is in position
179 Fix your position by masthead angles of ship, or ship indicated
180 Fix your position by sextant angles between objects onshore
436 Mark your position by buoying it
595 Rendezvous at position indicated
876 What is your position
532 Postman
242 Go onshore for or bring off postman now, or at time indicated
533 Power boat-s
PT 3 Practice completed

Signal Section—*continued.*

001 Boats to return to their ships when practice is completed

534 Pratique
134 Do not board until ship has pratique
318 If ship has not pratique get necessary information without going onboard

535 Prepare a new charge
536 Prepare to be taken in tow
537 Proceed-s-ed-ing-s
page 56 Proceed (Table VII)
538 Proceed ahead of the ship, sounding and reporting depth of water
539 Proceed and lie by dan buoy (indicated) and report direction and speed of current
540 Proceed and mark the channel by anchoring in the fairway
541 Proceed and mark the channel by anchoring on the side indicated
542 Proceed and repeat to the boat or ship indicated message I have just made or am about to make
543 Proceed at full speed (*See also* Table VIII)
544 Proceed at half speed
545 Proceed at number of knots indicated
546 Proceed at once to the assistance of Aircraft which is down bearing from you as indicated
547 Proceed in direction indicated to recover Aircraft
548 Proceed in execution of previous orders
549 Proceed into harbour
550 Proceed into harbour and remain at buoy ready to assist ship in picking up buoy
551 Proceed into harbour and wait till ship returns
552 Proceed into harbour independently
553 Proceed on bearing indicated to sound and look out
554 Proceed out of harbour
555 Proceed out of harbour independently
556 Proceed to (place or position indicated or as otherwise ordered)
557 Proceed to fishing vessel and tow her clear of range
558 Proceed to nearest anchorage till weather moderates
559 Proceed to position indicated to search for man overboard
560 Proceed to search for man overboard from —
561 Proceed to ship or place indicated for ammunition

Signal Section—*continued.*

562 Proceed under power
583 Ready to proceed
608 Report time at which you will be ready to proceed
662 Senior Officer intends to proceed at number of knots indicated
563 Propeller is clear
564 Propeller is foul
565 Provisions
566 Pull-ing
567 Pulling boat-s
page 56 Pull easy (Table VII)
568 Pull round
569 Pull round the fleet or ship or column denoted
009 Boat's crew are pulling badly
217 Get your mast-s down, out oars and pull
502 Out oars and pull
570 Put over floats. If necessary type (smoke or lachrymatory) is to be specified
571 Quarter boom
572 Quit the line
002 Boats with guns are to quit the line and form separately
003 Boats without guns are to quit the line and form separately
573 Race is abandoned
574 Race will start at time indicated
575 Race will be decided on the first round
576 Race will be decided on the second round
97 Boats racing are to return to their ships
577 Raise steam for full speed
578 Raise steam with all despatch
579 Range is clear
580 Range is foul
058 Clear the range
page 56 Increase range when turning (Table VII)
337 Intercept sailing vessel and ask her to keep clear of range
338 Intercept steamer and ask her to keep clear of range
340 Is range clear, report when it is
363 Keep outside effective range of Enemy
557 Proceed to fishing vessel and tow her clear of range
822 Tow vessel (indicated) clear of range

Signal Section—*continued.*

581 Range party-ies
243 Go onshore for or bring off range party now, or at time indicated
582 Ready for the service ordered
583 Ready to proceed
584 Ready to sweep
44 Are you ready
220 Get ready for anchoring
221 Get ready for hoisting in
222 Get ready for hooking on
608 Report time at which you will be ready to proceed
page 58 Report when you are ready (Table VII)
881 When will you be ready
585 Recover-ed
$\overline{\text{NO}}$ 147 Recover buoy
259 Go to hospital ship, or ship or place indicated for recovered patients
809 Torpedo is recovered
page 56 Reduce speed (Table VII)
586 Reef-ed
633 Sails are badly reefed
669 Shake out a reef, or number indicated
773 Take in a reef, or number indicated
587 Rejoin me at rendezvous (indicated)
588 Rejoin the flotilla
589 Remain at landing place until you are recalled
590 Remain in harbour till weather moderates
591 Remain in your present station
592 Remain near mark buoy, but do not secure to it
593 Remain near the target
page 56 Remain where you are (Table VII)
136 Do not remain in minefield
594 Rendezvous
595 Rendezvous at position indicated
587 Rejoin me at rendezvous (indicated)
596 Repair-s-ed
597 Repair ship
page 57 Repair target-s (Table VII)
page 57 Repair target sails (Table VII)
261 Go to repair ship, or ship indicated for completed defects

Signal Section—*continued.*

790 Target repaired
832 Unable to keep steam. Must stop to effect repairs
598 Repeat all flag signals
$\overline{\text{PT}}$ 2 Repeat last flag signal made by you
66 Be more prompt in repeating signals
542 Proceed and repeat to boat or ship indicated message I have just made or am about to make
599 Replace flag on mark buoy
600 Replace flag on target
601 Replace rudder-s
602 Replace sail-s on target
603 Reply-ing
67 Be more prompt in replying to signals
604 Report if the buoy or beacon is in position
605 Report me to ship indicated
606 Report nature of your damage or defects
607 Report number of men on board
608 Report time at which you will be ready to proceed
609 Report when area or channel is clear
page 58. Report when you are ready (Table VII)
291 Have nothing to report
297 Have you anything to report
610 Require more gun ammunition
611 Require more rifle ammunition
612 Require new kite
613 Require support
614 Reset
634 Sails are badly set. Reset sails
615 Re-spread your awning
616 Resume station
617 Resume station in the line
618 Return to anchorage
page 56 Return to ship (Table VII)
619 Return to ship at once with pilot and observer if injured
620 Return to the shore, or ship indicated, and remain till weather moderates
621 Return to your ship, or ship indicated, for fuel and water
97 Boats racing are to return to their ships
99 Boats to return to their ships now, or at time indicated
001 Boats to return to their ships when practice is completed

Signal Section—*continued.*

004 Boats without guns are to return to their ships
317 If not up with the chase before dark, or by time indicated, return

622 Reverse your rudder when the boat gathers stern way

623 Rifle
611 Require more rifle ammunition

624 Rock-s

625 Rocket
172 Fire a rocket
173 Fire a sound rocket

626 Rope's end, painter or fender hanging over the side of the boat

627 Rudder-s
601 Replace rudder-s
622 Reverse your rudder when the boat gathers stern way
838 Unship rudders, boats are to sail without rudders

628 Run-s-ning
page 56 Run parallel to the ship (Table VII)

629 Running buoy-s
315 How many more runs have you to make
page 57 Next run will be on the side indicated (Table VII)
798 This is the last run
806 Torpedo has failed to run
807 Torpedo has run away. Follow it
883 Will pick you up after next run
884 Will pick you up after this run

630 Sail-s-ing

631 Sailing boat-s

632 Sailing vessel-s

633 Sails are badly reefed

634 Sails are badly set. Reset sails

635 Sail does not set properly. Shift the strop on yard further down

636 Sail does not set properly. Shift the strop on yard further up

637 Sail off to the ship

638 Sail round

639 Sail round the fleet, ship, or column indicated
page 57 Furl sail-s (on target) (Table VII
310 Hoist your sail-s taut up

Signal Section—*continued.*

364 Keep sails full
430 Make sail
page 57 Repair target sails (Table VII)
602 Replace sail-s on target
665 Set sail-s on target-s and lie off
page 57 Set target sail-s (Table VII)
667 Set the sail-s indicated
page 57 Shift target sail-s (Table VII)
681 Shorten sail
775 Take in the sail-s indicated
791 Target sails are too high. Shift them lower
792 Target sails are too low. Shift them higher
838 Unship rudders, boats are to sail without rudders
841 Use oars and sail
842 Use sails and engines
891 You are carrying too much sail
896 You are sailing too free
900 You are trying to sail too close to the wind

640 Salute the Officer-s or Foreign Officer-s passing or about to pass you

641 Salve-d-age

642 Salvage vessel
138 Do you require more assistance to salve Aircraft

643 Sand
244 Go onshore for or bring off sand

644 Save-d-ing
513 Passengers have been saved

645 Saw-s-ing
885 Winch boat carry out sawing motion

646 Scatter

647 Scatter and attack independently

648 Sea boat-s

649 Sea is too heavy to approach target-s

650 Seaplane
547 Proceed in direction indicated to recover Aircraft

651 Search for bubbles

652 Search for signs of oil or wake of Submarine

653 Search for torpedo

654 Search for torpedo between target and ship or in direction indicated
043 Carry out a search of area or channel (indicated)
044 Carry out a searching sweep (ahead of —)
088 Completed search of area or channel ordered

Signal Section—*continued.*

A numeral signal inferior indicates percentage swept
559 Proceed to position indicated to search for man overboard
560 Proceed to search for man overboard from—

655 Secure-d-ing
302 Have you secured torpedo

656 Semaphore

657 Send more charges

658 Send our boat or boat-s specified off to the ship

659 Send steam (power) boat, or boat-s indicated here, or to ship or place indicated

660 Send to (for)

661 Senior Officer

662 Senior Officer intends to proceed at number of knots indicated

663 Senior Officer to take Junior Officers under his orders
128 Disregard the Senior Officer's motions
190 Follow motions of Senior Officer

664 Service
582 Ready for the service ordered

665 Set sail-s on target-s and lie off

666 Set Storm Sails
page 57 Set target sail-s (Table VII)

667 Set the sail's indicated

668 Set up your weather shrouds
634 Sails are badly set. Reset sails
635 Sail does not set properly. Shift the strop on yard further down
636 Sail does not set properly. Shift the strop on yard further up

669 Shake out a reef, or number indicated

670 Sheets should be eased off while sails are being hoisted or tacks boarded
149 Ease sheet-s
280 Haul sheet-s aft
904 Your sheets are too flat aft

671 Shelter-ed-ing
081 Come under the lee of ship for shelter
776 Take shelter inshore until you are recalled

672 Shift-ed-ing
page 57 Shift target sail-s (Table VII)

Signal Section—*continued.*

673 Shift the charge into correct position

674 Shift your berth

675 Ship-s-ping

676 Ship poppets
99 Boats to return to their ships now, or at time indicated
001 Boats to return to their ships when practice is completed
034 Call alongside Flagship, or ship indicated, on your way back to ship
035 Call alongside Flagship, or ship indicated, on your way onshore
153 Endeavour to tow Aircraft back to ship, or ship indicated
191 Follow ship into harbour
192 Follow ship to anchorage
193 Follow ship out of harbour
194 Follow the ship or ship indicated
257 Go to Flagship or ship indicated
261 Go to repair ship, or ship indicated, for completed defects
262 Go to the ship in the direction indicated
351 Keep closer to the ship
352 Keep further from the ship (or—)
525 Place yourself at the disposal of ship indicated
561 Proceed to ship or place indicated for ammunition

677 Shoal-ed
293 Have shoaled the water suddenly
A numeral signal inferior denotes the depth in fathoms

678 Shoot-ing
270 Guns are making good shooting

679 Shore
353 Keep further off shore
360 Keep nearer inshore

680 Shorten in cable

681 Shorten sail
page 57 Shorten tow (Table VII)

682 Shots are falling over

683 Shots are falling short

684 Shots are falling to the left

685 Shots are falling to the right

Signal Section—*continued.*

686 Shrouds
668 Set up your weather shrouds
687 Show visual callsign of your division*
688 Show visual callsign of your sub-division*
689 Show navigation lights
690 Show no lights at all
691 Show side lights
692 Show stern lights
693 Show your distinguishing signal*
694 Show your fleet number-s*
695 Show your ship's visual callsign*
696 Sight-ed-ing
697 Sight sweeps; heave in sweep wire until the whole shows clear of surface then slip or veer as ordered by signal
698
FL N Enemy in sight as indicated
322 In sight
376 Land in sight, bearing and distance as indicated
FL M Mine in sight as indicated
516 Periscope in sight
745 Submarine in sight is friendly
FL P Submarine in sight, on my port side
FL S Submarine in sight, on my starboard side
699 Signal-s-ling
700 Signals cannot be distinguished as now hoisted
701 Signal made is not understood though flags can be distinguished
page 58 Signal number of hits after each run (Table VII)
702 Signal (timed —) is not understood
703 Signal station-s
27 Am waiting for you to answer signal
64 Be more prompt in answering signals
65 Be more prompt in obeying signals
66 Be more prompt in repeating signals
67 Be more prompt in replying to signals
139 Do you understand signal
346 Keep a better look out for signals
368 Keep within visual signal distance

* *To be obeyed as soon as seen.*

Signal Section—*continued.*

496 Open and signal contents of telegram, or telegram addressed—
497 Open to extreme visual signal distance
598 Repeat all flag signals
PT 2 Repeat last flag signal made by you
687 Show visual callsign of your division*
688 Show visual callsign of your subdivision*
693 Show your visual callsign*
894 You are not to open fire until so directed by signal
704 Signalman
303 Have you a signalman in the boat
705 Sink mine-s
Inferior to Negative:—Examine mine, report whether moored or drifting, age and type
22 Am in danger of sinking
90 Boat is sinking
706 Sit abaft the foremast
707 Sit down in the boat
010 Boat's crew are to sit down in the bottom of the boat
470 No one to sit abaft the backboard
708 Skiff-s
852 Wardroom skiff
709 Slip
710 Slip from buoy
page 59 Slip sweeps (Table VIII)
page 59 Slip sweeps. Attack submarine (Table VIII)
07 After passing sweep, slip boat will open out from winch boat
711 Sloop-s
712 Small boat should be brought in for landing purposes
713 Smoke
032 Burn (smoke or lachrymatory) floats in-board
424 Make a smoke screen
429 Make less smoke
570 Put over (smoke or lachrymatory) floats
714 Sound-s-ed-ing
715 Sound continuously, reporting the depth of water
716 Sound further to leeward
717 Sound further to windward

* *To be obeyed as soon as seen.*

Signal Section—*continued.*

718 Sound on the bearing indicated from the ship
- 038 Cannot obtain soundings
- 173 Fire a sound rocket
- 292 Have obtained soundings
  - A numeral signal inferior denotes the depth in fathoms
- 538 Proceed ahead of the ship, sounding and reporting depth of water
- 553 Proceed on bearing indicated to sound and look out

719 Speed
- 24 Am going my full speed
- 110 Decrease speed of engines
- 329 Increase speed of engines
- 543 Proceed at full speed
- 544 Proceed at half speed
- 545 Proceed at number of knots indicated
- 577 Raise steam for full speed
- 662 Senior Officer intends to proceed at number of knots indicated

720 Spread

721 Spread your awning

722 Standing
- 897 You are standing into danger

723 Starboard

724 Starboard tack
- ⌈ST Steer more to starboard

725 Start ballast

726 Station
- 591 Remain in your present station
- 616 Resume station
- 617 Resume station in the line
- 778 Take station ahead*
- 779 Take station astern*
- 780 Take station on port beam*
- 781 Take station on port bow*
- 782 Take station on port quarter*
- 783 Take station on starboard beam*
- 784 Take station on starboard bow*
- 785 Take station on starboard quarter*

---

* A numeral signal inferior indicates the distance in tens of yards at which boats are to take station.

Signal Section—*continued.*

- ⌈SN Take up appointed station
- ⌈AD You are ahead of station
- ⌈AT You are astern of station

727 Steam
- 370 Keep your steam up
- 562 Proceed under power
- 577 Raise steam for full speed
- 578 Raise steam with all despatch
- 832 Unable to keep steam. Must stop to effect repairs

728 Steamboat-s

729 Steam (motor) pinnace-s
- 659 Send steam (power) boat, or boat-s indicated, here, or to ship or place indicated

730 Steamer

731 Steer a steady course

732 Steer course indicated
- ⌈PO Steer more to port
- ⌈ST Steer more to starboard
- *page* 56 Steer a zigzag course (Table VII)

733 Steering gear is defective
- 099 Coxswain to steer the boat
- 484 Officer of the boat is to steer

734 Stern
- 33 Anchor by the stern
- 082 Come under the stern
- 519 Pick up grass line under stern
- 622 Reverse your rudder when the boat gathers stern way

735 Stewards
- 245 Go onshore for or bring off stewards now, or at time indicated

736 Stop

737 Stop engines (*see also* Tables VII and VIII)

738 Store carrier

739 Store-s

740 Stroke
- 365 Keep stroke

741 Subdivision-s
- 203 Form sub-divisions in line ahead, columns disposed abeam to port

Signal Section—*continued.*

204 Form sub-divisions in line ahead, columns disposed abeam to starboard

742 Submarine-s

743 Submarine depot

744 Submarine in nets

FL P Submarine in sight, on my port side

FL S Submarine in sight, on my starboard side

745 Submarine in sight is friendly

746 Submarine in vicinity

747 Submarine previously reported has been observed to dive

23 Am following up Submarine

25 Am in position where Submarine dived

51 Attack Enemy Submarine-s

029 Buoy position in which Submarine was last seen

096 Course of Enemy Submarine when last seen was as indicated

155 Enemy Submarine on surface in (position) steering in direction indicated

196 Follow up Submarine

418 Look out for Enemy Submarine in your vicinity

652 Search for signs of oil or wake of Submarine

750 Surround vessel making signal "Submarine in nets"

748 Support boats engaged, or boats indicated

613 Require support

749 Surround

750 Surround vessel making signal "Submarine in nets"

751 Sweeper-s-ing

752 Sweep and buoy a safe channel

753 Sweep and kite has carried away

754 Sweeping boats

755 Sweep for torpedo

756 Sweep will commence at time indicated

757 Sweeps will not be slipped unless fog appears to be continuing

758 Sweep wire

07 After passing sweep, slip boat will open out from winch boat

84 Boats are to sweep the channel as previously arranged

042 Carry out a clearing sweep

Signal Section—*continued.*

044 Carry out a searching sweep (ahead of —)

282 Haul out of formation and clear sweep

372 Kite or sweep damaged

584 Ready to sweep

697 Sight sweeps. Heave in sweep wire until the whole shows clear on surface, then slip or veer as ordered by signal

page 59 Slip sweep (Table VIII)

page 59 Slip sweeps. Attack submarine (Table VIII)

769 Take a wider sweep in turning

759 Switch off navigation lights

760 Switch on navigation lights

761 Tack-s-ing

762 Tack as convenient

763 Tack immediately*

764 Tack in succession, leading boats first

765 Tack or wear as convenient

766 Tack or wear immediately*

767 Tack the rear boats of columns first

768 Tack together

79 Board your tacks

94 Boats to port tack to tack

95 Boats on starboard tack to tack

075 Come to the wind in succession on the port tack

076 Come to the wind in succession on the starboard tack

077 Come to the wind together on the port tack

078 Come to the wind together on the starboard tack

093 Continue on the port tack

094 Continue on the starboard tack

530 Port tack

724 Starboard tack

769 Take a wider sweep in turning

770 Take all boats in tow and follow the ship into harbour

771 Take boat, lighter, or vessel indicated in tow

772 Take despatches out of the ship or boat indicated and bring them to Flagship or ship indicated

773 Take in a reef, or number indicated

774 Take in ballast

775 Take in the sail-s indicated

---

* *To be obeyed as soon as seen.*

Signal Section—*continued.*

776 Take shelter inshore until you are recalled
777 Take station
778 Take station ahead*
779 Take station astern*
780 Take station on port beam*
781 Take station on port bow*
782 Take station on port quarter*
783 Take station on starboard beam*
784 Take station on starboard bow*
785 Take station on starboard quarter*
page 57 Take target in tow (Table VII)
786 Take the place of the buoy or beacon (indicated)
⌈SN Take up appointed station
787 Take up minesweeping formation indicated
788 Target-s
789 Target is drifting
790 Target repaired
791 Target sails are too high. Shift them lower
792 Target sails are too low. Shift them higher
page 57 Cast off target-s in tow (Table VII)
061 Close nearer to Enemy or target
062 Close the target
page 57 Drop target (Table VII)
164 Extend your distance from Enemy or target
195 Follow the target
page 57 Furl sail-s (on target) (Table VII)
224 Go alongside target
264 Go to target and mark the number of hits
page 57 Haul in target (Table VII)
327 Increase distance from the target
366 Keep to port or starboard, as indicated, of Enemy or target
391 Lay out the target-s
401 Lie further from the target
402 Lie nearer the target
403 Lie on the side of the target indicated
405 Lie to leeward of the target
406 Lie to the left of the target
407 Lie to the right of the target

---

* A numeral signal inferior indicates the distance in tens of yards at which boats are to take station.

Signal Section—*continued.*

408 Lie to windward of the target
⌈FL 5 Open fire and engage the Enemy or target
To be repeated by all ships
May be obeyed as soon as seen
page 57 Pick up target-s (Table VII)
593 Remain near the target
page 57 Repair target-s (Table VII)
page 57 Repair target sails (Table VII)
600 Replace flag on target
602 Replace sail-s on target
649 Sea is too heavy to approach target-s
665 Set sail-s on target-s and lie off
page 57 Set target sail-s (Table VII)
page 57 Shift target sail-s (Table VII)
page 57 Take target in tow (Table VII)
817 Tow target back to ship
818 Tow target into harbour or anchorage
819 Tow target parallel to ship
page 57 Upright target (Table VII)
page 57 Veer target (Table VII)
862 Weather is not suitable to work at target-s
863 Weather is suitable to work at target-s
870 Weigh target moorings
875 What is bearing of Enemy or target from you
890 You are at the wrong target
898 You are to be the distance from target indicated
793 Telegrams
91 Boat is to be alongside Flagship, or ship indicated, to take telegram-s at time indicated
246 Go onshore for or bring off telegram from—
258 Go to Flagship, or ship or place indicated for telegram
289 Have letters and/or telegrams for you
294 Have telegrams for you
496 Open and signal contents of telegram, or telegram addressed—
796 There are mails and/or telegrams at Post Office for you
794 Tell Collier, or Collier indicated, to come alongside ship, or ship indicated
795 Tell Oiler, or Oiler indicated, to come alongside ship, or ship indicated

Signal Section—*continued.*

796 There are mails and/or telegrams at Post Office for you
797 This is a good landing place
Note.—Landing place will be indicated by a white ensign
798 This is the last run
799 Tide
354 Keep inshore out of the tide till you are abreast of ship
362 Keep out of the tide
800 Time limit has expired
801 Top your peak
802 Torpedo-es
803 Torpedo depot
804 Torpedo range
805 Torpedo bears from you as indicated
806 Torpedo has failed to run
807 Torpedo has run away. Follow it
808 Torpedo has sunk
page 58 Torpedo is beyond you (Table VII)*
809 Torpedo is recovered
page 58 Torpedo is this side of you (Table VII)*
page 58 Torpedo is to the left of you (Table VII)*
page 58 Torpedo is to the right of you (Table VII)*
page 58 Bring torpedo alongside (Table VII)
031 Buoy position of torpedo
page 58 Can you see torpedo (Table VII)
300 Have you found torpedo
302 Have you secured torpedo
page 58 Pick up torpedo (Table VII)
653 Search for torpedo
654 Search for torpedo between target and ship or in direction indicated
755 Sweep for torpedo
810 Toss your oars
473 Oars should be tossed together
811 Tow boat, target or lighter astern of you
812 Tow faster
813 Tow from alongside you
814 Tow from astern of you

---

* A numeral signal inferior indicates the distance in tens of yards.

Signal Section—*continued.*

815 Tow mine-s out of channel
816 Tow slower
817 Tow target back to ship
818 Tow target into harbour or anchorage
819 Tow target parallel to ship
820 Tow the boat, target or vessel to position indicated
821 Tow the target or lighter alongside ship, or ship indicated
822 Tow vessel (indicated) clear of range
62 Be careful not to part tow
93 Boats of each ship are to be taken in tow of each other
046 Cast off tow
153 Endeavour to tow Aircraft back to ship, or ship indicated
213 Get in tow
page 57 Lengthen the tow (Table VII)
536 Prepare to be taken in tow
557 Proceed to fishing vessel and tow her clear of range
page 57 Shorten tow (Table VII)
770 Take all boats in tow and follow ship into harbour
771 Take boat, lighter, or vessel indicated in tow
page 57 Take target in tow (Table VII)
840 Use longer tow rope
843 Use your towing bollard
899 You are towing too fast
823 Transport
824 Transport Officer
825 Trawler-s
826 Trim your boat, shift your ballast or crew
827 Trip-per
284 Have caught a trip
835 Under-run tripper
828 Troops
377 Land the troops now, or at time indicated
829 Tug-s
page 56 Turn. (Table VII)
830 Turn together to port to course indicated
831 Turn together to starboard to course indicated
832 Unable to keep steam. Must stop to effect repairs
833 Under-run
834 Under-run cable
835 Under-run tripper

Signal Section—*continued.*

836 Understand-stood
- 139 Do you understand signal
- 701 Signal made is not understood though flags can be distinguished
- 702 Signal (timed —) is not understood

837 Unship crutches
838 Unship rudders, boats are to sail without rudders
839 Up chinstays
- *page* 57 Upright target (Table VII)

840 Use longer tow rope
841 Use oars and sail
842 Use sails and engines
843 Use your towing bollard
844 Victualling yard craft
845 Victualling yard
- 265 Go to victualling yard

846 Veer cable
- *page* 60 Veer sweep (Table VIII)
- *page* 57 Veer target (Table VII)

847 Vegetables
848 Visual
- 368 Keep within visual signal distance
- 497 Open to extreme visual signal distance

849 Wait for high water before entering or leaving harbour
- 27 Am waiting for you to answer signal
- 121 Direct our boat-s to wait for parties indicated
- 873 What are you waiting for

850 Wake
- 355 Keep in the wake of your Guide
- 356 Keep in the wake of your next ahead or boat (ship) indicated
- 652 Search for signs of oil or wake of Submarine

851 War signal station
852 Wardroom skiff
853 Water while you are onshore
- 42 Are you complete with fuel and water
- 43 Are you complete with water
- 114 Depth of water alongside pier or landing place is as indicated
- 169 Fill up with fuel and water
- 170 Fill up with water
- 293 Have shoaled the water suddenly

Signal Section—*continued.*

A numeral signal inferior denotes the depth of fathoms
- 299 Have you enough fuel and water for service ordered
- 324 In want of fuel and water
- 332 Indicate the depth of water and nature of bottom
- 538 Proceed ahead of the ship, sounding and reporting depth of water
- 621 Return to your ship, or ship indicated, for fuel and water
- 715 Sound continuously, reporting the depth of water
- 849 Wait for high water before entering or leaving harbour
- 879 What water are you in

854 Water tank
- 235 Go for or bring off water tank and bring her to ship or ship indicated

855 Way
- *page* 56 Give way (Table VII)
- *page* 56 Keep out of the way (Table VII)

856 Wear
857 Wear as convenient
858 Wear immediately*
859 Wear in succession and come to the wind on the other tack
860 Wear the rear boats of columns first, and come to the wind on the other tack
861 Wear together and come to the wind on the other tack
- 765 Tack or wear as convenient
- 766 Tack or wear immediately*

862 Weather is not suitable to work at target-s
863 Weather is suitable to work at target-s
- 319 If weather is too bad outside return to harbour.
- 378 Landing is impossible until weather moderates
- 558 Proceed to nearest anchorage till weather moderates
- 590 Remain in harbour till weather moderates
- 620 Return to the shore, or ship indicated, and remain till weather moderates
- 880 What weather did you experience outside

864 Weigh

---

* *To be obeyed as soon as seen.*

Signal Section—*continued.*

865 Weigh and cast to port
866 Weigh and cast to starboard
867 Weigh channel mark buoy-s
page 61 Weigh dan buoy(s) (indicated) (Table VIII)
868 Weigh mark buoy-s
869 Weigh mine-s
870 Weigh target moorings
871 Weigh the charge
872 Whaler-s
873 What are you waiting for
874 What is the matter
875 What is bearing of Enemy or target from you
876 What is your position
877 What number of hours will it require to repair damage or put your boat to rights
878 What time do mails leave
879 What water are you in
880 What weather did you experience outside
881 When will you be ready
882 Where are you going
883 Will pick you up after next run
884 Will pick you up after this run
885 Winch boat carry out sawing motion
07 After passing sweep, slip boat will open out from winch boat
886 Windward
051 Chase to windward, or in direction indicated
075 Come to the wind in succession on the port tack
076 Come to the wind in succession on the starboard tack
077 Come to the wind together on the port tack
078 Come to the wind together on the starboard tack
350 Keep close to the wind
367 Keep to windward
408 Lie to windward of the target
887 Working party-ies
888 Wreck
⌈AD You are ahead of station
⌈AT You are astern of station
889 You are at the wrong buoy
890 You are at the wrong target
891 You are carrying too much sail

Signal Section—*continued.*

892 You are going too fast
893 You are inside your distance
894 You are not to open fire until so directed by signal
895 You are outside your distance
896 You are sailing too free
897 You are standing into danger
898 You are to be the distance from target indicated
899 You are towing too fast
900 You are trying to sail too close to the wind
901 You may send diver down
902 Your flashing light is too bright, reduce the brilliancy
903 Your flashing light is too dim, increase the brilliancy
904 Your sheets are too flat aft.

SPARE GROUPS.

905
906
907
908
909
910
911
912
913
914
915
916
917
918
919
920
921
922
923
924
925
926
927

Spare Groups—*continued.*

928
929
930
931
932
933
934
935
936
937
938
939
940
941
942
943
944
945
946
947
948
949
950

GEOGRAPHICAL TABLE.

The Significations of these groups are to be filled in in pencil as arranged and ordered on each Station.

1000	1038
1001	1039
1002	1040
1003	1041
1004	1042
1005	1043
1006	1044
1007	1045
1008	1046
1009	1047
1010	1048
1011	1049
1012	1050
1013	1051
1014	1052
1015	1053
1016	1054
1017	1055
1018	1056
1019	1057
1020	1058
1021	1059
1022	1060
1023	1061
1024	1062
1025	1063
1026	1064
1027	1065
1028	1066
1029	1067
1030	1068
1031	1069
1032	1070
1033	1071
1034	1072
1035	1073
1036	1074
1037	1075

Geographical Table—*continued.*

1076	1117
1077	1118
1078	1119
1079	1120
1080	1121
1081	1122
1082	1123
1083	1124
1084	1125
1085	1126
1086	1127
1087	1128
1088	1129
1089	1130
1090	1131
1091	1132
1092	1133
1093	1134
1094	1135
1095	1136
1096	1137
1097	1138
1098	1139
1099	1140
1100	1141
1101	1142
1102	1143
1103	1144
1104	1145
1105	1146
1106	1147
1107	1148
1108	1149
1109	1150
1110	1151
1111	1152
1112	1153
1113	1154
1114	1155
1115	1156
1116	1157

Geographical Table—*continued.*

1158	1199
1159	1200
1160	1201
1161	1202
1162	1203
1163	1204
1164	1205
1165	1206
1166	1207
1167	1208
1168	1209
1169	1210
1170	1211
1171	1212
1172	1213
1173	1214
1174	1215
1175	1216
1176	1217
1177	1218
1178	1219
1179	1220
1180	1221
1181	1222
1182	1223
1183	1224
1184	1225
1185	1226
1186	1227
1187	1228
1188	1229
1189	1230
1190	1231
1191	1232
1192	1233
1193	1234
1194	1235
1195	1236
1196	1237
1197	1238
1198	1239

Geographical Table—*continued.*

1240	1281
1241	1282
1242	1283
1243	1284
1244	1285
1245	1286
1246	1287
1247	1288
1248	1289
1249	1290
1250	1291
1251	1292
1252	1293
1253	1294
1254	1295
1255	1296
1256	1297
1257	1298
1258	1299
1259	1300
1260	1301
1261	1302
1262	1303
1263	1304
1264	1305
1265	1306
1266	1307
1267	1308
1268	1309
1269	1310
1270	1311
1271	1312
1272	1313
1273	1314
1274	1315
1275	1316
1276	1317
1277	1318
1278	1319
1279	1320
1280	1321

Geographical Table—*continued.*

1322	1363
1323	1364
1324	1365
1325	1366
1326	1367
1327	1368
1328	1369
1329	1370
1330	1371
1331	1372
1332	1373
1333	1374
1334	1375
1335	1376
1336	1377
1337	1378
1338	1379
1339	1380
1340	1381
1341	1382
1342	1383
1343	1384
1344	1385
1345	1386
1346	1387
1347	1388
1348	1389
1349	1390
1350	1391
1351	1392
1352	1393
1353	1394
1354	1395
1355	1396
1356	1397
1357	1398
1358	1399
1359	1400
1360	1401
1361	1402
1362	1403

Geographical Table—*continued.*

1404	1445
1405	1446
1406	1447
1407	1448
1408	1449
1409	1450
1410	1451
1411	1452
1412	1453
1413	1454
1414	1455
1415	1456
1416	1457
1417	1458
1418	1459
1419	1460
1420	1461
1421	1462
1422	1463
1423	1464
1424	1465
1425	1466
1426	1467
1427	1468
1428	1469
1429	1470
1430	1471
1431	1472
1432	1473
1433	1474
1434	1475
1435	1476
1436	1477
1437	1478
1438	1479
1439	1480
1440	1481
1441	1482
1442	1483
1443	1484
1444	1485

Geographical Table—*continued.*

1486	1494
1487	1495
1488	1496
1489	1497
1490	1498
1491	1499
1492	1500
1493	

CHAPTER 15.

NOTES ON BOATS AND BOAT SAILING.

IN DIFFICULTIES, WHATEVER ADVICE MAY BE OFFERED BY ANYBODY, REMEMBER THAT THE RESPONSIBILITY RESTS WITH YOU.

156. Manning and Alongside.

(*a*) When a boat is called away, the crew should man her smartly. The first person in the boat should be the Coxswain.

(*b*) If at the boom, the men should sit on the thwarts and await the Coxswain's orders.

(*c*) The oars should be got out together, and the boat pulled alongside ; dropping alongside by means of boat-hooks should never be allowed. In the same way boats should pull out to the boom, and not be allowed to " haul out."

(*d*) Boat-hooks should never be used to hold on by when there is a boat rope ; the bowman should attend the boat rope, and the 2nd bowman bear off with a boat-hook if required.

(*e*) Never put the Ensign Staff up till you shove off, and take it down before coming alongside when there is any swell or sea.

157. Coming Alongside.

(*a*) Boats, whether under sail or oars, should be brought alongside without touching the side or accommodation ladder.

(*b*) Observe the wind and current. Do not take for granted that the ship you are going alongside is swung exactly head to wind or current.

(*c*) When coming down " before the wind " or " free " to go alongside, take such a sweep as will enable you to bring her alongside with small rudder and without the main sheet being flat aft. By this means you will have the boat thoroughly under command, which is not the case when obliged to put the rudder hard over, for then you can do no more, and any little error in estimating your distance will cause you to run into the ship. Moreover, putting the rudder hard over and flattening the main sheet stops the boat's way and makes her leewardly.

(*d*) Always come head to wind in going alongside a wharf,

and, if practicable, go the lee side of a wharf. If going alongside before the wind, or free, is unavoidable, shorten all sails in ample time, lowering all sails into the boat, after sail first, and have a sternfast ready.

(*e*) When communicating with another boat, never do it over the bow or stern, but always go alongside, all the boat's crew, the boarding side, fending off with their hands.

Under Sail.

158. General.

(*a*) When under sail, the person steering should sit in the stern sheets.

(*b*) Under sail with only your crew, allow no one to remain before the mast.

(*c*) Always keep your boat under command. Have sufficient sail, well set, and not too much.

(*d*) Do not sail a boat carelessly.

(*e*) Oars should not be used under sail if it can be avoided. There is always a danger of the lee oars catching in the water and splitting the gunwale or capsizing the boat.

(*f*) It is best to have small ropes and large blocks, so that everything may run as easily as possible.

159. Tacking.

(*a*) To make good progress to windward, constant attention is required to see that you are neither off the wind nor too near. The boat should always be in the right condition for tacking when on a wind.

(*b*) In hauling sheets aft, proportion your strength to the force of the wind. It sometimes occurs that the sheet is dragged aft quite flat in light winds ; this spoils the boat's sailing and the sail. The sail should always have life in it.

(*c*) Do not let go the fore sheet, which checks the boat's way ; if the boat is properly trimmed, this is unnecessary. Keep the sheet flat aft and bear out the clew.

(*d*) Any boat, however inferior, ought to stay, if in proper trim. The natural tendency of a boat is to carry weather helm ; her ardency will, if the tiller be let go, be sufficient to bring her up in the wind, after which a very little assistance with the rudder should suffice to complete the evolution. Unless circumstances are very adverse, be sure when you miss stays, that the boat was not in fault.

160. Running.

When it can be avoided, never run with the wind right aft, rather run half the distance with the wind slightly on one quarter, and the other half with the wind slightly on the other quarter. By this means you will generally go half a knot faster, and run no risk of gybing, whilst the additional distance passed over is inappreciable. With a dipping lug, running with the wind right aft is inadmissible.

161. Wearing.

In gigs, dip the sails just before the boat is head to wind, gather in the main sheet when the wind is aft, and let it run directly the sail takes on the other tack, hauling aft as she comes to the wind, in a stiff breeze with any sea, lower the mainsail into the boat, and hoist it as soon as it will take on the other tack.

162. Reefing.

(*a*) Keep the boat under command. Reef one sail at a time rather than lose way on her.

(*b*) In gigs, when blowing too hard to carry both sails close reefed, get the foresail and foremast down, fleet the crew aft, and the boat will make a very good lay with the mainsail only. If the wind is abaft the beam, run with the foresail only.

163. The Set of Sails.

(*a*) It is most important that sails should be properly set ; if they are not, they should be reset at once. Nothing looks worse or is more unseamanlike than badly set sails, added to which the boat cannot sail properly. In resetting sails the sheets must be eased until the halliards are properly up and secured, and if resetting on a wind the boat should be luffed up to spill the sail.

(*b*) The proper distance for the strop of a dipping lug is one-third from the foremost yard-arm and a standing lug one quarter. The strop of a lugsail in the wrong place is the most common cause of a badly set sail ; they are not permanent fittings and should be moved either in or out as necessary.

(*c*) To set the mainsail in a dipping lug cutter, get the mast well forward with the shrouds, which should set up well before the mast. The sail cannot be too taut up ; the halliards should be hauled on until you see the luff of the sail

wrinkled ; then haul out the outhaul and lower the boom. The boom topping lift should always be well overhauled, so that it does not girt the sail.

(*d*) Set a lug sail well, hoisted as taut up as you can. You can hardly overdo this if there is any wind, but do not be too strong with the sheet. On a wind, trim all the lower sails, especially the jibs, so that in tacking they will lift simultaneously.

164. Ballast, Loading and Trim.

(*a*) Never allow the crew to stand on the thwarts or climb the masts. The proper place for a boat's crew under sail is in the bottom of the boat and abaft the foremast. See your boat is properly ballasted according to the weather before you shove off ; it is a much more simple operation to start ballast than to take it in when once under sail.

(*b*) Ballast should be stowed near the centre of the boat, and should invariably be secured so as to prevent possibility of shifting. The neglect of this has caused many an accident. None but water ballast and the boat's gear is admissible for men-of-war's boats. Breakers should always be filled with fresh water and have good bungs.

(*c*) When deep laden, be more than usually particular to keep way on your boat so as not to get " in irons."

(*d*) When laden with water in the canvas tank, and particularly if there is any loose water in the boat, be careful to keep your men and weights out of the extremities. A man going forward causes an equal or greater body of water to go forward and thus has double effect.

(*e*) With much loose water in the boat, carry very low sail. If laden with water in bulk, neither sail nor mast should be up.

(*f*) In loading a boat keep the ends clear, if necessary piling your cargo higher amidships. Load more by the stern than by the head, but keep the well clear for bailing.

(*g*) Trim a boat if practicable, so as to carry just a little weather helm. For this purpose, with no passengers, you will generally require your men aft ; but do not let the crew sit by your side in the stern sheets ; those abaft the after thwart should sit down in the bottom of the boat.

165. Bad Weather.

(*a*) Oars should never be kept tossed when there is any sea or swell.

(*b*) If a boat capsizes and remains afloat, the crew should remain by her and hold on to her or to some of the wreckage until assistance arrives. As long as there is any chance of assistance it is preferable to remain by the boat rather than strike out for the shore, which always appears closer than it is, and which, through surf or currents may be difficult to reach.

166.

CHAPTER 16.

SLOOP AND YAWL RIGGED BOATS.

167. Coming Alongside.

(*a*) In going alongside small ships, remember that the mast reaches considerably higher than their upper deck. In all ships keep clear of their davits. Never sail alongside a ship which is under way. Down masts a short distance off and pull alongside.

(*b*) When coming alongside ON A WIND take the staysail in when you begin to shoot up, not before, for the obvious reason that, although a boat will RUN without head sails, on a wind, she becomes unmanageable, requires the helm up, loses her way, and drops to leeward.

(*c*) When about to gybe to come alongside, take the staysail in when before the wind and before gybing.

Under Sail.

168. General.

(*a*) In whalers make sure that the yoke rods of the sailing tiller are equally adjusted, so that tiller and rudder are in one plane when amidships. Do not forget the mizzen sail. It will set properly only if correctly bent in the first instance.

(*b*) When shoving off to go to windward, have your sails set; to go to leeward and round the stern, shove off under the staysail, not setting the mainsail until it will take on the right tack; you will thus wear in a much shorter space.

(*c*) The drop keel should be raised when running free, and lowered again before hauling to the wind.

In shoal water in light winds the drop keel if constantly tended can be used to give the first indication of grounding. It must be used with discretion and raised at the first sign of contact with the bottom; failure to do so will result in bending the keel.

(*d*) Man the fore sheets as far aft in the boat as possible, keeping them outboard of the shrouds and backstays.

(*e*) The trysail (or stormsail) may be used as a reaching jib with advantage when on a wind; or as a spinnaker when running free.

(*f*) Except when close-hauled, or nearly so, it is advantageous to bear out the clew of the mainsail with a bearing out spar.

169. Tacking.

(*a*) In tacking, never ease the staysail or jib sheet. "Sticking out" the staysail should be unnecessary. When you "let draw," EASE the staysail sheet over, never letting it shake. Do not "let draw" until sails are full and boat under command.

(*b*) When under storm trysail and storm staysail great care is required, when going about, not to miss stays. It may be preferable and quicker to wear.

170. Running.

When running, the sails should belly out quite freely. With the wind nearly aft, the jib (staysail), or spinnaker, if used, should be set on the opposite side to the mainsail.

171. Wearing.

(*a*) If from carrying too much sail (which is inexcusable), or from being overladen, gybing is dangerous, haul to the wind and tack, instead of wearing.

(*b*) In wearing, shift over the head sheets before the wind comes right aft, and always before gybing.

(*c*) In wearing in a light breeze, gather aft the main sheet when the wind is right aft, not before, and ease it off quickly after gybing. In stronger winds the mainsail should always be brailed up before wearing.

172. Reefing.

(*a*) Reefs in the staysail are more particularly required in a seaway than in a smooth harbour, but with more than one reef in the mainsail, it is generally advisable to have the staysail reefed.

(*b*) In cutters, when the staysail is reefed, the standing part of the sheet should be shifted to the next bolt forward.

173. Set of Sails.

(*a*) KEEP YOUR SAILS TRIMMED (staysail included). This would seem a superfluous caution, yet it is not an uncommon thing to see sheets flat aft when going free, particularly when rounding to come alongside, the result of which is that the boat makes leeway and loses her way.

(*b*) As in other boats, to set the mainsail well, first set up taut on the halliards, with the sheet free, and then bowse down the tack.

(*c*) If the mainsail is hoisted up close, with the tack well down, it is immaterial on which side of the mast is the yard.

174. Bad Weather.

(*a*) If taken in a squall, check sheets handsomely and brail up.

(*b*) In a whaler in a strong wind, or when short-handed, shorten the mizzen sail and unstep the mast. The crew may then have to be shifted forward to compensate for the loss of weather helm.

175.

CHAPTER 17.

MANAGEMENT IN A SURF.

176.—(*a*) When in a surf (as in a scrape), get out of it as quickly as you can. Always keep your boat end on—exactly end on—to a surf, and, if possible, have a spare hand with a bucket, to bale.

(*b*) Going over a bar against a surf, avoid a heavy breaker if you can, if not *pull at it with all your might*; caution your men not to lose their oars.

(*c*) Going in before a surf, watch your chance of a partial smooth, which generally occurs after a succession of heavy breakers. When a breaker is overtaking you, there is generally no time to turn bow on. Under these circumstances, *back at it with all your might*, giving way again as soon as it has passed the middle of your boat.

(*d*) The reason for pulling at, or backing at, a surf, is to let it pass by as quickly as possible, as the principal danger lies in being carried along with the surf.

(*e*) Remember that when carried along with a surf the rudder is powerless as the water is going with the boat. Hence the importance of a steer oar.

(*f*) Bars and surfs viewed from outside are deceptive and often worse than they look, but with presence of mind and good management there are few bars that a light buoyant boat cannot pass.

(*g*) The best time to go in over the bar is three-quarter flood, and for coming out the top of high water. With regard to the time of day the early morning is nearly always best.

177.

CHAPTER 18.

NOTES ON POWER BOATS AND INSTRUCTIONS FOR TOWING.

178. General.

(*a*) The practice and theory of handling power boats is dealt with fully in the Seamanship Manual, Vol. I, Chapter VIII and Vol. II, Chapter XI, respectively. The following is a summary.

(*b*) Officers and coxswains of power boats should take every opportunity to make themselves familiar with the manœuvring qualities of their boats from the moment of being placed in command.

(*c*) Always have anchor and cable cleared away and ready for emergency.

(*d*) A spare boat-hook spar plainly marked in feet, and metal shod at one end, is very useful for sounding in shallow water.

(*e*) Keep a spare set of wheel ropes, properly fitted and adjusted, in the boat.

179. Going Alongside.

(*a*) It is bad seamanship to go alongside with too much way, relying on full astern power to check the boat's way. Even if the engines act promptly undue strain is brought on the machinery, steering gear and rudder.

(*b*) When going alongside a ship's gangway in a strong tide, keep the tide on the inner bow, to avoid being swept under the ladder. Once the boat rope is secured the boat can be steered alongside with engines stopped. Similarly a boat can lie alongside safely in a strong tide with the boat rope fast to the inner bow, and with a small amount of rudder away from the gangway.

180. Steering and Turning.

(*a*) Avoid sudden and sharp movements of the rudder, especially in deeply laden boats. Particular care is required to centre the wheel slowly after making a turn under large rudder, and at speed.

Notes on Power Boats and Instructions for Towing—*continued.*

(*b*) Nearly all service boats have right-handed propellers which cause the stern to kick off to port when the engines are moved astern.

(*c*) If necessary to turn in a limited space by backing and filling, always turn to starboard when this is possible.

(*d*) Boats with weights at the ends are more difficult to handle than if the weights are concentrated amidships. In Cutters, Pinnaces and Launches, libertymen, heavy stores, etc., should therefore be stowed from amidships, outwards.

181. Towing.

(*a*) When towing, trim by the stern so as to keep the propeller well down.

(*b*) All boats are to have their painters or tow ropes fitted with bunting marks. These marks are to be fitted a boat's length apart and are always to be over the stem and stern when boats are in tow.

(*c*) Always tow from the towing bollards (where fitted) of the towed boat; using a long scope for heavy boats. Very light boats are best towed close up to the counter. Painters are to be unshackled and the end kept in hand ready for slipping.

(*d*) If towing alongside, the stern of the towing boat should project beyond the tow, so as to give free play to the turning forces of rudder and propeller when altering course.

(*e*) Lighters or targets can be towed alongside more easily if towing lines are passed from stern of towing boat to bow of tow and *vice versa*, in addition to bow and stern breasts.

Under these circumstances if necessary to turn in restricted waters by going astern, the tow will turn best towards the side on which the towing boat is secured.

(*f*) When towing with boats astern in a following sea, arrange for the tow to veer a drogue.

A heavy weight, *e.g.*, boat's anchor securely lashed to the centre of the towing painter will prevent sudden jerks on, and possible parting of the painter.

The chain cable of a power boat is not suitable for towing heavy boats in a following sea if hemp or wire hawsers of similar strength are available, *e.g.*, breaking strain of—

$\frac{3}{8}$″ chain cable = $1\frac{1}{4}$″ F.S. wire = 3″ hemp = 3 tons approx.

Notes on Power Boats and Instructions for Towing—*continued.*

(*g*) If sent to tow off a boat aground on a lee shore, first anchor at an appropriate distance off, then veer in on the cable, and veer a grass line to the other boat. If this is not feasible, or time does not permit, approach the other boat bows on with a view to towing off astern. Great care is required to keep own boat stern on to the wind or sea. At the first sign of losing control cast off the tow and try again. This method is only feasible if there is no danger of being " pooped " during the operation.

182.

CHAPTER 19.

NOTES FOR BOATS ATTENDING ON AIRCRAFT.

183.—(*a*) The duties performed by power boats when attending aircraft may be enumerated as follows :—

(i) Towing aircraft from shore or moorings.

(ii) Meeting aircraft after flight and towing them to shore, moorings or ship's crane.

(iii) Going to the assistance of crashed or disabled aircraft, and salvage of them.

184. Approaching an Aircraft.

(*a*) Seaplanes at moorings lie at an angle which is the resultant effect of the wind and tide. A boat proceeding to a seaplane at moorings should go to the buoy giving the seaplane as wide a berth as possible. If the seaplane is riding at " short stay " it may be necessary first to proceed to the buoy in a dinghy and to veer the mooring rope of the seaplane, before approaching the buoy in a motor boat.

If it is desired to tow the seaplane from its moorings, the boat should first make fast to the buoy, as described above. A heaving line should then be passed to the seaplane to which the tow rope should be bent. When this is made fast, the seaplane can be slipped from her moorings.

(*b*) When taking crews or stores out to seaplanes in a power boat (other than a seaplane tender), a dinghy, in which to effect the transfer, should always be towed. It is *most* inadvisable for anything but the smallest craft to attempt to go alongside a drifting or moored float plane.

(*c*) Guiding principles on employment of boats.

(i) Wind has more effect than tide on seaplanes.

(ii) Always approach aircraft from aft, even on the calmest day, and give wing tips a clear berth.

(iii) Have very little way on the boat when closing the aircraft.

185. Salvage of Aircraft.

(*a*) Bear in mind that the crew may be strapped in, therefore, if the fuselage of the aircraft is partially submerged and no bodies can be seen in the vicinity, an attempt to free them by diving down to the cockpits should be made.

Notes for Boats attending on Aircraft—*continued.*

(*b*) When the crew is accounted for, keep the boat clear of the crash or there is a likelihood of damage being done to the delicate flotation bags.

(*c*) To effect salvage it is necessary to get the crash under a crane. If the aircraft is small, and only partially submerged it may be possible to tow it ; alternatively it may be necessary to bend a grass line preferably to the salvage strop, which is located near the tail of the aircraft, and bring the end to a ship or jetty, which can then be manned and the crash hauled under the crane.

186.

CHAPTER 20.

REGULATIONS FOR PREVENTING COLLISIONS AT SEA.

The following extracts from the above Regulations are applicable to boats.

Lights Carried by Boats.

187. Steam (Power) Boats.

Are to carry the following lights :—

(*a*) A white light showing from right ahead to two points abaft the beam on either side.

(*b*) Below the white light a green light to starboard and a red light to port showing from right ahead to two points abaft the beam on their respective sides ; or a combined lantern showing a green and red light on their respective sides from right ahead to two points abaft the beam.

(*c*) A stern light, to be either fixed or shown as required in time to prevent collision.

(*d*) An anchor light, a hand lantern, to be used when required.

(*e*) The above-mentioned lights are to be visible at not less than the following distances on a clear night :—

Bow Lights	.. .. ..	One mile.
Steaming Light	.. .. ..	Two miles.
Anchor Lights	.. .. ..	One mile.

and are in addition to show in the direction and over the arcs as laid down.

188. Boats under Oars or Sail.

(*a*) Rowing boats, whether under oars or sail, shall have ready at hand a lantern showing a white light, which shall be temporarily exhibited in sufficient time to prevent collision.

(*b*) Ships' boats, when under oars and away from their ships after dark, are to show a white light on the foremost awning stanchion.

(*c*) Ships' boats, when under sail, and away from their ships after dark, are to have ready at hand a lantern showing a white light which shall be temporarily exhibited in sufficient time to prevent collision.

Regulations for Preventing Collisions at Sea—*continued.*

189. Sound Signals in a Fog.

(*a*) In fog, mist, falling snow, or heavy rain storms, whether by day or night, the signal described shall be used as follows :—

(*b*) A steam (power) boat having way upon her shall make with her steam whistle (horn) at intervals of not more than two minutes, a prolonged blast.

(*c*) A steam (power) boat under way, but stopped and having no way upon her, shall sound, at intervals of not more than two minutes, two prolonged blasts, with an interval of about one second between them.

(*d*) A steam (power) boat, if under way but not under command, or if towing, shall sound at intervals of not more than two minutes, three blasts in succession, viz., one prolonged blast followed by two short blasts.

190. Speed in a Fog.

Steam (power) boats in a fog, mist, falling snow, or heavy rain storms are to proceed at a moderate speed, having careful regard to the existing circumstances and conditions.

191. Aircraft on the Water.

(*a*) When under way, aircraft carry lights similar to small power boats.

(*b*) At anchor or at a buoy aircraft carry the normal riding lights, as for small vessels ; large aircraft carry wing-tip lights, in addition.

Note.—Until the (1929) Regulations for Preventing Collisions at Sea are brought into force an aircraft carries a red light over a white light as a forward riding light.

(*c*) In a fog, aircraft make the appropriate signals, as for power boats.

192.

Steering and Sailing Rules.

193. General.

(*a*) If two boats, one of which is sailing and the other steaming or pulling, are proceeding in such directions as to involve risk of collision, the boat that is steaming or pulling shall keep out of the way of the boat sailing.

Regulations for Preventing Collisions at Sea—*continued.*

(*b*) Where by the following rules one of two boats is to keep out of the way, the other shall keep her course and speed.

(*c*) Every boat which is directed by these rules to keep out of the way of another boat shall, if the circumstances of the case admit, avoid crossing ahead of the other.

(*d*) Notwithstanding anything contained in these rules, every boat overtaking any other shall keep out of the way of the overtaken boat.

(*e*) Due regard is to be paid to the dangers of navigation, and to any special circumstances which may render a departure from the rules necessary in order to avoid an immediate danger.

194. Boats under Sail.

(*a*) When two boats under sail are approaching one another so as to involve risk of collision, one of them shall keep out of the way of the other, as follows, viz. :—

(*b*) A boat which is running free shall keep out of the way of a boat which is close-hauled.

(*c*) A boat which is close-hauled on the **port tack** shall keep out of the way of a boat which is close-hauled on the starboard tack.

(*d*) When both boats are running free with the wind on different sides, the boat which has the wind on the **port side** shall keep out of the way of the other.

(*e*) When both boats are running free with the wind on the same side, the boat which is to **windward** shall keep out of the way of the boat which is to leeward.

(*f*) A boat which has the wind aft shall keep out of the way of other boats.

195. Pulling and Power Boats.

(*a*) A power boat shall always keep out of the way of a sailing or pulling boat.

(*b*) If two boats, steaming or pulling, are meeting end on, or nearly end on, so as to involve risk of collision, each shall alter her course to starboard, so that each may pass on the port side of the other.

Regulations for Preventing Collisions at Sea—*continued.*

(*c*) If two boats, steaming or pulling, are crossing so as to involve risk of collision, the boat which has the other on her own starboard side shall keep out of the way of the other.

(*d*) Every power boat when approaching any other boat so as to involve risk of collision, shall slacken speed, stopping and reversing as necessary.

(*e*) A power boat should indicate what she is about to do by the following signals on her steam whistle or horn :—

One short blast, **I am directing my course to starboard.**
Two short blasts, **I am directing my course to port.**
Three short blasts, **I am going full speed astern.**

(*f*) Power boats leaving a ship to proceed ahead and cross to the opposite bow, should give the necessary signal on the steam whistle or horn.

196. Boats in Harbours and Channels.

(*a*) In a narrow channel every boat steaming or pulling shall, when it is safe and practicable, keep to that side of the fairway or mid-channel which lies on the starboard side of such boat.

(*b*) In harbours or rivers, boats using the port side of the fairway must leave ample room between them and the shore on their port side, for the passage of other boats coming from the opposite direction, and all steam boats approaching bends or turns in harbours or rivers should give the necessary signal on their steam whistle.

197. Aircraft.

Aircraft on the water conform to the rules for power boats. It must be borne in mind, however, that aircraft cannot go astern and that difficulty may be experienced in hearing the sound signals of other vessels.

198.

CHAPTER 21.

BUOYS AND BEACONS.

The Uniform System of Buoyage, as adopted in the United Kingdom and some other Countries.

199. The term "Starboard hand" is that which lies on the right hand when entering a harbour, river, or estuary from seaward, or when going with the main stream of the flood, and "Port hand" that which is on the left-hand under similar circumstances.

200. Types of Buoys.

(*a*) Buoys with pointed top to the cone above water are called **CONICAL,** and are always **starboard hand.**

(*b*) Buoys with flat tops above water are called **CAN,** and are always **port hand.**

(*c*) Buoys with a domed top above water are called **SPHERICAL,** and mark the ends of **middle grounds.**

(*d*) Buoys (which can be passed on either side) with a tall, central structure on a broad base are called **PILLAR,** and mark special positions in the approaches to harbours.

(*e*) Buoys showing only a mast above water are called **SPAR.**

(*f*) **Starboard hand buoys** are always painted one colour only.

(*g*) **Port hand buoys** are painted another colour, *i.e.*, distinctive from starboard hand buoys in the same locality—or may be parti-coloured.

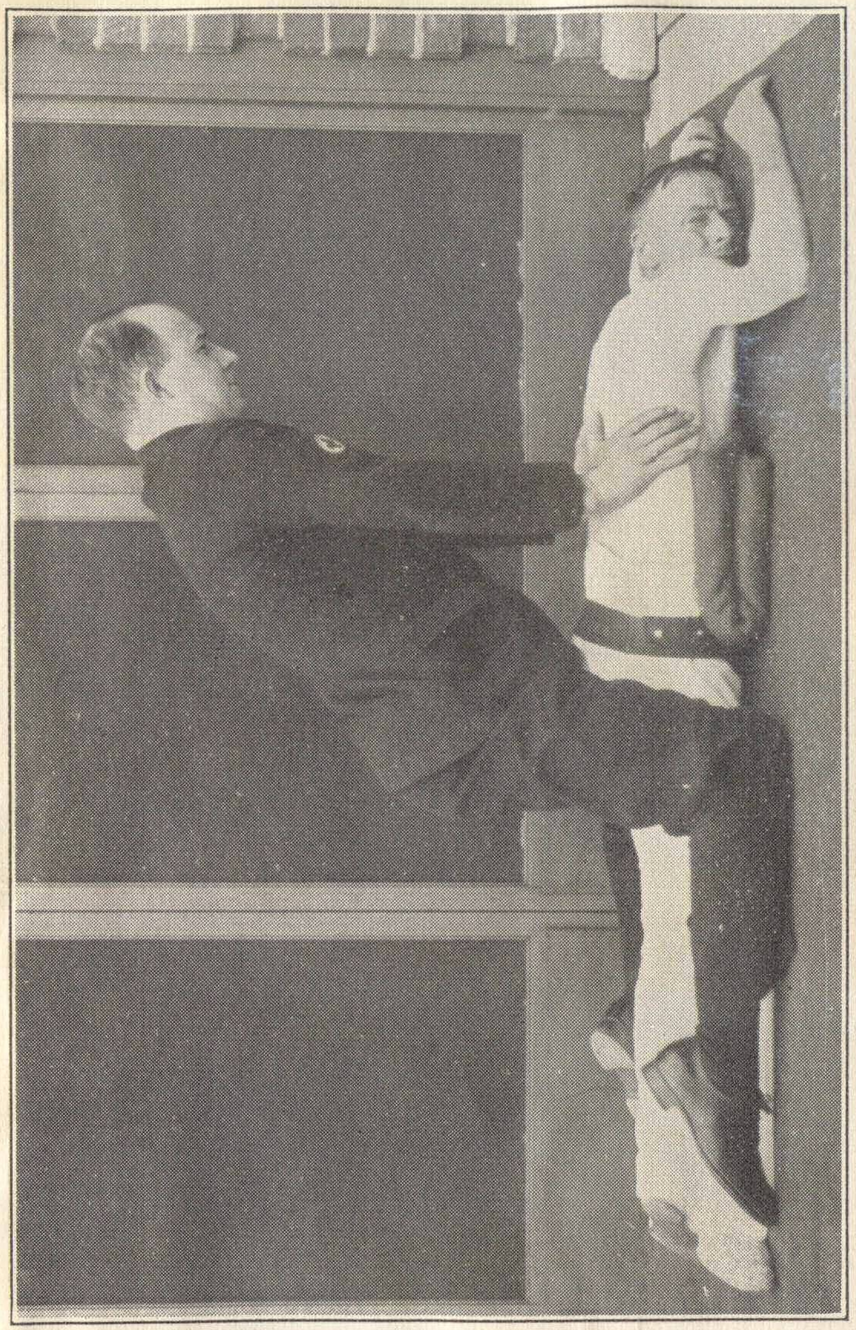
(*h*) **Spherical buoys** are always distinguished by horizontal stripes of white colour.

(*i*) Staff and GLOBE only used on starboard hand buoys; Staff and CAGE on port hand.

(*j*) DIAMONDS at the outer ends of middle grounds; TRIANGLES at the inner ends.

(*k*) **Wreck buoys** are coloured GREEN with the word "Wreck" on them, and when possible are laid near to the side of the wreck next to mid-channel.

(*l*) **Telegraph buoys** are coloured GREEN with the letters "Teleg." painted on them, they are placed over a telegraph cable.



CHAPTER 22.

ARTIFICIAL RESPIRATION.

Professor Schafer introduced the following method of treating those apparently drowned. It is often known as the " Prone-Pressure " method, and is carried out thus :—

Lay the man on the ground, face downwards.

Turn his head on one side.

Do **not** lose time by removing or loosening clothes.

Begin artificial respiration **at once.**

Tell one of the bystanders to prepare some sort of pad, like a folded coat, and slip it under the patient's body just above his waist. Probably several movements of respiration will be done before the pad is ready and thus invaluable time has been gained in " getting busy."

A bystander should also see that the upper air passages are clear of weeds or other obstructions.

Kneel by the patient's side or across his body facing his head.

Spread your hands out flat on his back over his lowest ribs.

Press gradually and slowly for about three seconds by leaning forward on your hands. Use **no** force.

Relax the pressure by falling back into your original upright kneeling position for two seconds.

The process of artificial respiration consists of repeating this swaying action backwards and forwards about twelve to fifteen times a minute. Study the illustrations and compare the slope of the operator's thigh in the two positions.

Artificial respiration must be commenced at the earliest possible moment and continued until the patient either re-commences breathing or is pronounced dead.

It must be continued without stopping at all for any reason.

VISUAL CALLSIGN LIST.

The names of ships and authorities on each station, together with their pendants, are to be filled in locally in pencil.

Visual Callsign	*Ship or Authority.*	*Visual Callsign*	*Ship or Authority.*

Visual Callsign List—*continued.*

Visual Callsign	*Ship or Authority.*	*Visual Callsign*	*Ship or Authority.*

Visual Callsign List—*continued.*

Visual Callsign	*Ship or Authority.*	*Visual Callsign*	*Ship or Authority.*

(SO 4399) Wt. 56398–8761 30M 11/44 H & S, Ltd. Gp. 399