

CHAPTER 2 GENERAL SIGNAL CODE

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CHAPTER 2

SECTION 1: DISTRESS—EMERGENCY

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
ABANDON		
*AA	Repeat all after...	
*AB	Repeat all before...	
AC	I am abandoning my vessel.	
AD	I am abandoning my vessel which has suffered a nuclear accident and is a possible source of radiation danger.	
AE	I must abandon my vessel.	
AE 1	I (or crew of vessel indicated) wish to abandon my (or their) vessel, but have not the means.	
AE 2	I shall abandon my vessel unless you will remain by me, ready to assist.	
AF	I do not intend to abandon my vessel.	
AF 1	Do you intend to abandon your vessel?	
AG	You should abandon your vessel as quickly as possible.	
AH	You should not abandon your vessel.	
AI	Vessel (indicated by position and/or name or identity signal if necessary) will have to be abandoned.	

* Procedural signals for repetition.

ACCIDENT—DOCTOR—INJURED/SICK

Accident

AJ	I have had a serious nuclear accident and you should approach with caution.	
AK	I have had a nuclear accident on board.	
	I am abandoning my vessel which has suffered a nuclear accident and is a possible source of radiation danger	AD
	I am proceeding to the position of accident	SB
	I am proceeding to the position of accident at full speed. Expect to arrive at time indicated . .	FE
	Are you proceeding to the position of accident? If so, when do you expect to arrive?	FE 1
	You should steer course... (or follow me) to reach position of accident.	FL
	I am circling over the area of accident.	BJ
	An aircraft is circling over the area of accident.	BJ 1
	Position of accident (or survival craft) is marked	FJ

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<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
Accident		
	Position of accident (or survival craft) is marked by flame or smoke float	FJ 1
	Position of accident (or survival craft) is marked by sea marker	FJ 2
	Position of accident (or survival craft) is marked by sea marker dye	FJ 3
	Position of accident (or survival craft) is marked by radiobeacon	FJ 4
	Position of accident (or survival craft) is marked by wreckage	FJ 5
	Is position of accident (or survival craft) marked?	FK
	I have searched area of accident but have found no trace of derelict or survivors	GC 2
	Man overboard. Please take action to pick him up (position to be indicated if necessary) . . .	GW
Doctor		
AL	I have a doctor on board.	
AM	Have you a doctor?	
AN	I need a doctor.	
AN 1	I need a doctor; I have severe burns.	
AN 2	I need a doctor; I have radiation casualties.	
	I require a helicopter urgently, with a doctor	BR 2
	Helicopter is coming to you now (or at time indicated) with a doctor	BT 2
Injured/Sick		
AO	Number of injured and/or dead not yet known.	
AO 1	How many injured?	
AO 2	How many dead?	
AP	I have . . . (number) casualties.	
AQ	I have injured/sick person (or number of persons indicated) to be taken off urgently. I cannot alight but I can lift injured/sick person	AZ 1
	You cannot alight on the deck; can you lift injured/sick person?	BA 2
	I require a helicopter urgently to pick up injured/sick person	BR 3
	You should send a helicopter/boat with a stretcher	BS
	A helicopter/boat is coming to take injured/sick	BU
AT	You should send injured/sick persons to me.	

SECTION 1.—DISTRESS—EMERGENCY

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
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AIRCRAFT-HELICOPTER

Alight-Landing

AU	I am forced to alight near you (or in position indicated).
AV	I am alighting (in position indicated if necessary) to pick up crew of vessel/aircraft
AW	Aircraft should endeavor to alight where flag is waved or light is shown.
AX	You should train your searchlight nearly vertical on a cloud, intermittently if possible, and, if my aircraft is seen, deflect the beam upwind and on the water to facilitate my landing.
AX 1	Shall I train my searchlight nearly vertical on a cloud, intermittently if possible, and, if your aircraft is seen, deflect the beam upwind and on the water to facilitate your landing?
AY	I will alight on your deck; (you should steer course... speed... knots).
AZ	I cannot alight but I can lift crew.
AZ 1	I cannot alight but I can lift injured/sick person.
BA	You cannot alight on the deck.
BA 1	You cannot alight on the deck; can you lift crew?
BA 2	You cannot alight on the deck; can you lift injured/sick person?
BB	You may alight on my deck.
BB 1	You may alight on my deck; I am ready to receive you forward.
BB 2	You may alight on my deck; I am ready to receive you amidship.
BB 3	You may alight on my deck; I am ready to receive you aft.
BB 4	You may alight on my deck but I am not yet ready to receive you.

Communications

BC	I have established communications with the aircraft in distress on 2182 kHz.
BC 1	Can you communicate with the aircraft?
BD	I have established communications with the aircraft in distress on... kHz.
BE	I have established communications with the aircraft in distress on... MHz.

Ditched-Disabled-Afloat

BF	Aircraft is ditched in position indicated and requires immediate assistance.	
	I sighted disabled aircraft in lat... long... at time indicated	DS
BG	Aircraft is still afloat.	

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<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
Flying		
BH	I sighted an aircraft at time indicated in lat... long... flying on course...	
BH 1	Aircraft was flying at high altitude.	
BH 2	Aircraft was flying at low altitude.	
BI	I am flying to likely position of vessel in distress.	
BI 1	I am flying at low altitude near the vessel.	
BJ	I am circling over the area of accident.	
BJ 1	An aircraft is circling over the area of accident.	
BK	You are overhead.	
BK 1	Am I overhead?	
BL	I am having engine trouble but am continuing flight.	

Parachute

BM	You should parachute object to windward. Mark it by smoke or light signal.
BM 1	I am going to parachute object to windward, marking it by smoke or light signal.
BM 2	I am going to parachute equipment.
BM 3	Inflatable raft will be dropped to windward by parachute.
*BN	Repeat all between... and...
BO	We are going to jump by parachute.

* Procedural signal for repetition.

Search—Assistance

BP	Aircraft is coming to participate in search. Expected to arrive over the area of accident at time indicated.	
	The search area of the aircraft is between lat... and... , and long... and.	FU
	Search by aircraft/helicopter will be discontinued because of unfavorable conditions	FV
	SAR aircraft is coming to your assistance	CP 1

Speed

BQ	The speed of my aircraft in relation to the surface of the earth is... (knots or kilometers per hour).
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SECTION 1.—DISTRESS—EMERGENCY

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
	Speed	
BQ 1	What is the speed of your aircraft in relation to the surface of the earth?	
	Helicopter	
BR	I require a helicopter urgently.	
BR 1	I require a helicopter urgently to pick up persons.	
BR 2	I require a helicopter urgently with a doctor.	
BR 3	I require a helicopter urgently to pick up injured/sick person.	
BR 4	I require a helicopter urgently with inflatable raft.	
BS	You should send a helicopter/boat with stretcher.	
BT	Helicopter is coming to you now (or at time indicated).	
BT 1	Helicopter is coming to you now (or at time indicated) to pick up persons.	
BT 2	Helicopter is coming to you now (or at time indicated) with a doctor.	
BT 3	Helicopter is coming to you now (or at time indicated) to pick up injured/sick person.	
BT 4	Helicopter is coming to you now (or at time indicated) with inflatable raft.	
BU	A helicopter/boat is coming to take injured/sick.	
BV	I cannot send a helicopter.	
BW	The magnetic course for you to steer towards me (or vessel or position indicated) is... (at time indicated).	
BX	The magnetic course for the helicopter to regain its base is...	
BY	Will you indicate the magnetic course for me to steer towards you (or vessel or position indicated)?	
BZ	Your magnetic bearing from me (or from vessel or position indicated) is... (at time indicated).	
CA	What is my magnetic bearing from you (or from vessel or position indicated)?	

ASSISTANCE

	Required	
	I am in distress and require immediate assistance	NC
CB	I require immediate assistance.	
CB 1	I require immediate assistance; I have a dangerous list.	
CB 2	I require immediate assistance; I have damaged steering gear.	

CHAPTER 2.—GENERAL SIGNAL CODE

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
	Required	
CB 3	I require immediate assistance; I have a serious disturbance on board.	
CB 4	I require immediate assistance; I am aground.	
CB 5	I require immediate assistance; I am drifting.	
CB 6	I require immediate assistance; I am on fire.	
CB 7	I require immediate assistance; I have sprung a leak.	
CB 8	I require immediate assistance; propeller shaft is broken.	
CC	I am (or vessel indicated is) in distress in lat... long... (or bearing... from place indicated, distance...) and require immediate assistance (Complements Table 2, Chapter 2, Section 10, Page 104 if required).	
	I require assistance	V
CD	I require assistance in the nature of... (Complements Table 2, Chapter 2, Section 10, Page 104).	
	I require medical assistance	W
	I request assistance from fishery protection (or fishery assistance) vessel.	TY
CE	I will attempt to obtain for you the assistance required.	
	Aircraft is ditched in position indicated and requires immediate assistance	BF
CF	Signals from vessel/aircraft requesting assistance are coming from bearing...from me (lat... long... if necessary).	
CG	Stand by to assist me (or vessel indicated).	
CG 1	I will stand by to assist you (or vessel indicated).	
	Survivors are in bad condition. Medical assistance is urgently required	HM
CH	Vessel indicated is reported as requiring assistance in lat... long... (or bearing... from place indicated, distance...).	
CH 1	Lightvessel (or lighthouse) indicated requires assistance.	
CH 2	Space ship is down in lat... long... and requires immediate assistance.	
CI	Vessel aground in lat... long... requires assistance.	
CJ	Do you require assistance?	
CJ 1	Do you require immediate assistance?	
CJ 2	Do you require any further assistance?	
CJ 3	What assistance do you require?	
CJ 4	Can you proceed without assistance?	

SECTION 1.—DISTRESS—EMERGENCY

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
Not Required—Declined		
CK	Assistance is not (or is no longer) required by me (or vessel indicated).	
CL	I offered assistance but it was declined.	
Given—Not Given		
CM	One or more vessels are assisting the vessel in distress.	
CM 1	Vessel/aircraft reported in distress is receiving assistance.	
CN	You should give all possible assistance.	
CN 1	You should give immediate assistance to pick up survivors.	
CN 2	You should send survival craft to assist vessel indicated.	
CO	Assistance cannot be given to you (or vessel/aircraft indicated).	
CO 1	I cannot give the assistance required.	
Proceeding to Assistance		
CP	I am (or vessel indicated is) proceeding to your assistance.	
CP 1	SAR aircraft is coming to your assistance.	
*CQ	Call for unknown station(s) or general call to all stations.	
CR	I am proceeding to the assistance of vessel (lat... long...).	
*CS	What is the name or identity signal of your vessel (or station)?	
CT	I (or vessel indicated) expect to reach you at time indicated.	
CU	Assistance will come at time indicated.	
CU 1	I can assist you.	
CV	I am unable to give assistance.	
CV 1	Will you go to the assistance of vessel indicated (in lat... long...)?	
CV 2	May I assist you?	
CV 3	Can you assist me (or vessel indicated)?	
CV 4	Can you assist?	
	Can you offer assistance? (Complements Table 2, Chapter 2, Section 10, Page).	TZ
	I shall abandon my vessel unless you will remain by me, ready to assist	AE 2
	I cannot get the fire under control without assistance	IX 1

CHAPTER 2.—GENERAL SIGNAL CODE

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
Proceeding to Assistance		
	I can get the fire under control without assistance	IY
	Can you get the fire under control without assistance?	IY 1
	I have placed the collision mat. I can proceed without assistance	KA 1
	I cannot take you (or vessel indicated) in tow, but I will report you and ask for immediate assistance	KN 1
	I cannot steer without assistance	PK

* Procedural signals.

BOATS—RAFTS

CW	Boat/raft is on board.
CW 1	Boat/raft is safe.
CW 2	Boat/raft is in sight.
CW 3	Boat/raft is adrift.
CW 4	Boat/raft is aground.
CW 5	Boat/raft is alongside.
CW 6	Boat/raft is damaged.
CW 7	Boat/raft has sunk.
CW 8	Boat/raft has capsized.
CX	Boats cannot be used.
CX 1	Boats cannot be used because of prevailing weather conditions.
CX 2	Boats cannot be used on the starboard side because of list.
CX 3	Boats cannot be used on the port side because of list.
CX 4	Boats cannot be used to disembark people.
CX 5	Boats cannot be used to get alongside.
CX 6	Boats cannot be used to reach you.
CX 7	I cannot send a boat.
CY	Boat(s) is(are) coming to you.
CY 1	Boat/raft is making for the shore.
CY 2	Boat/raft has reached the shore.

SECTION 1.—DISTRESS—EMERGENCY

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
CZ	You should make a lee for the boat(s)/raft(s).	
CZ 1	You should discharge oil to smooth sea.	
DA	Boat(s)/raft(s) should approach vessel as near as possible to take off persons. A boat/helicopter is coming to take injured/sick	BU
DB	Veer a boat or raft on a line.	
DC	Boat should endeavor to land where flag is waved or light is shown.	
DD	Boats are not allowed to come alongside.	
DD 1	Boats are not allowed to land (after time indicated).	
*DE	From...	

* Procedural signal used to precede the name or identity signal of the calling station.

Available

DF	I have... (number) serviceable boats.
DG	I have a motor boat [or... (number) motor boats].
DH	I have no boat/raft.
DH 1	I have no motor boat.
DH 2	Have you any boats with radiotelegraph installation or portable radio equipment?
DH 3	How many serviceable motor boats have you?
DH 4	How many serviceable boats have you?

Required

DI	I require boats for... (number) persons.
DJ	Do you require a boat?

Send

DK	You should send all available boats/rafts.	
DK 1	You should send back my boat.	
DK 2	Can you send a boat?	
	You should send a boat/helicopter with stretcher.	BS
	You should send survival craft to assist vessel indicated.	CN 2
	You should stop, or heave to; I am going to send a boat	SQ 2

CHAPTER 2.—GENERAL SIGNAL CODE

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
Send		
DL	I can send a boat.	
DL 1	I am sending a boat.	
	I cannot send a boat	CX 7
Search		
DM	You should search for the boat(s)/raft(s).	
DN	I have found the boat/raft.	
DN 1	Have you seen or heard anything of the boat/raft?	
DO	Look out for boat/raft in bearing... distance... from me (or from position indicated).	
DP	There is a boat/raft in bearing... distance... from me (or from position indicated).	
DQ	An empty boat/raft has been sighted in lat... long... (or bearing... from place indicated, distance...).	

DISABLED—DRIFTING—SINKING

Disabled		
DR	Have you sighted disabled vessel/aircraft in approximate lat... long...?	
DS	I sighted disabled aircraft in lat... long... at time indicated.	
DT	I sighted disabled vessel in lat... long... at time indicated.	
DT 1	I sighted disabled vessel in lat... long... at time indicated, apparently without a radio.	
	I am disabled; communicate with me.	F
Drifting		
DU	I am drifting at... (number) knots, towards... degrees.	
DV	I am drifting.	
DV 1	I am adrift.	
DW	Vessel (name or identity signal) is drifting near lat... long....	
	I require immediate assistance; I am drifting.	CB 5
	I am (or vessel indicated is) breaking adrift.	RC
	I have broken adrift.	RC 1

SECTION 1.—DISTRESS—EMERGENCY

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
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Sinking

DX	I am sinking (lat... long... if necessary).	
DY	Vessel (name or identity signal) has sunk in lat... long...	
DY 1	Did you see vessel sink?	
DY 2	Where did vessel sink?	
DY 3	Is it confirmed that vessel (name or identity signal) has sunk?	
DY 4	What is the depth of water where vessel sunk?	

DISTRESS

Vessel/Aircraft in Distress

	I am in distress and require immediate assistance	NC
DZ	Vessel (or aircraft) indicated appears to be in distress.	
DZ 1	Is vessel (or aircraft) indicated in distress?	
DZ 2	What is the name (or identity signal) of vessel in distress?	
EA	Have you sighted or heard of a vessel in distress? (Approximate position lat... long... or bearing... from place indicated, distance...).	
EA 1	Have you any news of vessel/aircraft reported missing or in distress in this area?	
	I am (or vessel indicated is) in distress in lat... long... (or bearing... from place indicated, distance...) and require immediate assistance (Complements Table 2, Chapter 2, Section 10, Page 104, if required)	CC
EB	There is a vessel (or aircraft) in distress in lat... long... (or bearing... distance... from me, or Complements Table 3, Chapter 2, Section 10, Page 104).	
EC	A vessel which has suffered a nuclear accident is in distress in lat... long...	

Distress Signal

*ED	Your distress signals are understood.	
ED 1	Your distress signals are understood; the nearest life-saving station is being informed.	
EF	SOS/MAYDAY has been cancelled.	
EF 1	Has the SOS/MAYDAY been cancelled?	
	I have intercepted SOS/MAYDAY from vessel (name or identity signal) (or aircraft) in position lat... long... at time indicated.	FF

CHAPTER 2.—GENERAL SIGNAL CODE

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
Distress Signal		
EG	Did you hear SOS/MAYDAY given at time indicated?	
EG 1	Will you listen on 2182 kHz for signals of emergency position-indicating radiobeacons?	
EG 2	I am listening on 2182 kHz for signals of emergency position-indicating radiobeacons.	
EG 3	Have you received the signal of an emergency position-indicating radiobeacon on 2182 kHz?	
EG 4	I have received the signal of an emergency position-indicating radiobeacon on 2182 kHz.	
EG 5	Will you listen on... MHz for signals of emergency position-indicating radiobeacons?	
EG 6	I am listening on... MHz for signals of emergency position-indicating radiobeacons.	
EG 7	Have you received the signal of an emergency position-indicating radiobeacon on... MHz?	
EG 8	I have received the signal of an emergency position-indicating radiobeacon on... MHz.	
EJ	I have received distress signal transmitted by coast station indicated.	
EJ 1	Have you received distress signal transmitted by coast station indicated?	
EK	I have sighted distress signal in lat... long...	
EK 1	An explosion was seen or heard (position or direction and time to be indicated).	
EK 2	Have you heard or seen distress signal from survival craft?	

* Reference is made to signals prescribed by the International Convention for the Safety of Life at Sea, 1974 (Regulation 16(a), Chapter V) as replies from lifesaving stations or maritime rescue units to distress signals made by a ship or person.

Position of Distress

EL	Repeat the distress position.	
EL 1	What is the position of vessel in distress?	
	Position given with SOS/MAYDAY from vessel (or aircraft) was lat... long... (or bearing... from place indicated, distance...)	FG
	What was the position given with SOS/MAYDAY from vessel (or aircraft)?	FG 1
	Position given with SOS/MAYDAY is wrong. The correct position is lat... long...	FH
	Position given with SOS/MAYDAY by vessel is wrong. I have her bearing by radio direction finder and can exchange bearings with any other vessel	FI
	Survival craft are believed to be in the vicinity of lat... long...	GI
EM	Are there other vessels/aircraft in the vicinity of vessel/aircraft in distress?	

SECTION 1.—DISTRESS—EMERGENCY

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
Contact or Locate		
EN	You should try to contact vessel/aircraft in distress.	
EO	I am unable to locate vessel/aircraft in distress because of poor visibility.	
EP	I have lost sight of you.	
	I have located (or found) wreckage from the vessel/aircraft in distress (position to be indicated if necessary by lat... long... or by bearing... from specified place, and distance...)	GL
EQ	I expect to be at the position of vessel/aircraft in distress at time indicated.	
EQ 1	Indicate estimated time of your arrival at position of vessel/aircraft in distress.	
	I am flying to likely position of vessel in distress	BI
	One or more vessels are assisting the vessel in distress.	CM
	Vessel/aircraft reported in distress is receiving assistance.	CM 1
	I am proceeding to the assistance of vessel/aircraft in distress in lat... long.....	CR
	I have found vessel/aircraft in distress in lat... long...	GF
POSITION		
ER	You should indicate your position at time indicated.	
ET	My position at time indicated was lat... long...	
EU	My present position is lat... long... (or bearing... from place indicated, distance...).	
EU 1	What is your present position?	
EV	My present position, course, and speed are lat... long... , ... , knots...	
EV 1	What are your present position, course, and speed?	
EW	My position is ascertained by dead reckoning.	
EW 1	My position is ascertained by visual bearings.	
EW 2	My position is ascertained by astronomical observations.	
EW 3	My position is ascertained by radiobeacons.	
EW 4	My position is ascertained by radar.	
EW 5	My position is ascertained by electronic position-fixing system.	
EX	My position is doubtful.	
EY	I am confident as to my position.	
EY 1	Are you confident as to your position?	

CHAPTER 2.—GENERAL SIGNAL CODE

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
EZ	Your position according to bearings taken by radio direction finder stations which I control is lat... long... (at time indicated).	
EZ 1	Will you give me my position according to bearings taken by radio direction finder stations which you control?	
FA	Will you give me my position?	
FB	Will vessels in my immediate vicinity (or in the vicinity of lat... long...) please indicate position, course, and speed.	
Position of Distress		
FC	You should indicate your position by visual or sound signals.	
FC 1	You should indicate your position by rockets or flares.	
FC 2	You should indicate your position by visual signals.	
FC 3	You should indicate your position by sound signals.	
FC 4	You should indicate your position by searchlight.	
FC 5	You should indicate your position by smoke signal.	
FD	My position is indicated by visual or sound signals.	
FD 1	My position is indicated by rockets or flares.	
FD 2	My position is indicated by visual signals.	
FD 3	My position is indicated by sound signals.	
FD 4	My position is indicated by searchlight.	
FD 5	My position is indicated by smoke signal.	
	I expect to be at the position of vessel/aircraft in distress at time indicated	EQ
	Indicate estimated time of your arrival at position of vessel/aircraft in distress	EQ 1
	Position given with SOS/MAYDAY from vessel (or aircraft) was lat... long... (or bearing... from place indicated, distance...).	FG
	What was position given with SOS/MAYDAY from vessel (or aircraft)?	FG 1
	Position given with SOS/MAYDAY is wrong. The correct position is lat... long...	FH
	Position given with SOS/MAYDAY by vessel is wrong. I have her bearing by radio direction finder and can exchange bearings with any other vessel	FI
	Position of accident (or survival craft) is marked.	FJ
	Position of accident (or survival craft) is marked by flame (or smoke float)	FJ 1
	Position of accident (or survival craft) is marked by sea marker	FJ 2
	Position of accident (or survival craft) is marked by sea marker dye	FJ 3

SECTION 1.—DISTRESS—EMERGENCY

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
Position of Distress		
	Position of accident (or survival craft) is marked by radiobeacon.	FJ 4
	Position of accident (or survival craft) is marked by wreckage.	FJ 5
	Is position of accident (or survival craft) marked?	FK
	You should transmit your identification and series of long dashes or your carrier frequency to home vessel (or aircraft) to your position.	FQ
	Shall I home vessel (or aircraft) to my position?	FQ 1
	You should indicate position of survivors by throwing pyrotechnic signals	HT
SEARCH AND RESCUE		
Proceeding to Assistance		
	I am proceeding to the assistance of vessel/aircraft in distress (lat... long...)	CR
FE	I am proceeding to the position of accident at full speed. Expect to arrive at time indicated.	
FE 1	Are you proceeding to the position of accident? If so, when do you expect to arrive?	
	I am unable to give assistance	CV
	Can you assist?	CV 4
Position of Distress or Accident		
FF	I have intercepted SOS/MAYDAY from vessel (name or identity signal) (or aircraft) in position lat... long... at time indicated.	
FF 1	I have intercepted SOS/MAYDAY from vessel (name or identity signal) (or aircraft) in position lat... long... at time indicated; I have heard nothing since.	
FG	Position given with SOS/MAYDAY from vessel (or aircraft) was lat... long... (or bearing... from place indicated, distance...).	
FG 1	What was position given with SOS/MAYDAY from vessel (or aircraft)?	
FH	Position given with SOS/MAYDAY is wrong. The correct position is lat... long...	
FI	Position given with SOS/MAYDAY by vessel is wrong. I have her bearing by radio direction finder and can exchange bearings with any other vessel.	
FJ	Position of accident (or survival craft) is marked.	
FJ 1	Position of accident (or survival craft) is marked by flame or smoke float.	
FJ 2	Position of accident (or survival craft) is marked by sea marker.	
FJ 3	Position of accident (or survival craft) is marked by sea marker dye.	

CHAPTER 2.—GENERAL SIGNAL CODE

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
Position of Distress or Accident		
FJ 4	Position of accident (or survival craft) is marked by radiobeacon.	
FJ 5	Position of accident (or survival craft) is marked by wreckage.	
FK	Is position of accident (or survival craft) marked?	
Information—Instructions		
FL	You should steer course... (or follow me) to reach position of accident.	
	Course to reach me is	MF
	What is the course to reach you?	MF1
FM	Visual contact with vessel is not continuous.	
FN	I have lost all contact with vessel.	
	I have lost sight of you.	EP
FO	I will keep close to you.	
FO 1	I will keep close to you during the night.	
FP	Estimated set and drift of survival craft is... degrees and... knots.	
FP 1	What is the estimated set and drift of survival craft?	
FQ	You should transmit your identification and series of long dashes or your carrier frequency to home vessel (or aircraft) to your position.	
FQ 1	Shall I home vessel (or aircraft) to my position?	
Search		
FR	I am (or vessel indicated is) in charge of coordinating search.	
*FR 1	Carry out search pattern... starting at... hours. Initial course... search speed... knots.	
*FR 2	Carry out radar search, ships proceeding in loose line abreast at intervals between ships...miles. Initial course... search speed... knots.	
*FR 3	Vessel indicated (call sign or identity signal) is allocated track number...	
*FR 4	Vessel(s) indicated adjust interval between ships to... miles.	
*FR 5	Adjust track spacing to... miles.	
*FR 6	Search speed will now be... knots.	
*FR 7	Alter course as necessary to next leg of track now (or at time indicated).	
FS	Please take charge of search in sector stretching between bearings... and... from vessel in distress.	

SECTION 1.—DISTRESS—EMERGENCY

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
	Search	
FT	Please take charge of search in sector between lat... and... , and long... and...	
FU	The search area of the aircraft is between lat... and... , and long... and...	
FV	Search by aircraft/helicopter will be discontinued because of unfavorable conditions.	
FW	You should search in the vicinity of lat... long...	
FX	Shall I search in the vicinity of lat... long...?	
FY	I am in the search area.	
FY 1	Are you in the search area?	
	Aircraft is coming to participate in search. Expected arrive over the area of accident at time indicated.	BP
FZ	You should continue search according to instructions and until further notice.	
FZ 1	I am continuing to search.	
FZ 2	Are you continuing to search?	
FZ 3	Do you want me to continue to search?	
GA	I cannot continue to search.	
GB	You should stop search and return to base or continue your voyage.	

* These signals are intended for use in connection with the Merchant Ship Search and Rescue Manual (MERSAR).

Results of Search

GC	Report results of search.
GC 1	Results of search negative. I am continuing to search.
GC 2	I have searched area of accident but have found no trace of derelict or survivors.
GC 3	I have noted patches of oil at likely position of accident.
GD	Vessel/aircraft missing or being looked for has not been heard of since.
GD 1	Have you anything to report on vessels/aircraft missing or being looked for?
GD 2	Have you seen wreckage (or derelict)?
GE	Vessel/aircraft has been located at lat... long...
GF	I have found vessel/aircraft in distress in lat... long...
GG	Vessel/aircraft was last reported at time indicated in lat... long... steering course...
GH	I have sighted survival craft in lat... long... (or bearing... distance... from me).

CHAPTER 2.—GENERAL SIGNAL CODE

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
Results of Search		
GI	Survival craft are believed to be in the vicinity of lat... long...	
GJ	Wreckage is reported in lat... long...	
GJ 1	Wreckage is reported in lat... long... No survivors appear to be in the vicinity.	
GK	Aircraft wreckage is found in lat... long...	
GL	I have located (or found) wreckage from the vessel/aircraft in distress (position to be indicated if necessary by lat... and long... or by bearing... from specified place and distance...).	
Rescue		
GM	I cannot save my vessel.	
GM 1	I cannot save my vessel; keep as close as possible.	
GN	You should take off persons.	
GN 1	I wish some persons taken off. Skeleton crew will remain on board.	
GN 2	I will take off persons.	
GN 3	Can you take off persons?	
GO	I cannot take off persons.	
GP	You should proceed to the rescue of vessel (or ditched aircraft) in lat... long...	
GQ	I cannot proceed to the rescue owing to weather. You should do all you can.	
GR	Vessel coming to your rescue (or to the rescue of vessel or aircraft indicated) is steering course... , speed... knots.	
GR 1	You should indicate course and speed of vessel coming to my rescue (or to the rescue of vessel or aircraft indicated).	
GS	I will attempt rescue with whip and breeches buoy.	
*GT	I will endeavor to connect with line throwing apparatus.	
GT 1	Look out for rocket line.	
GU	It is not safe to fire a rocket.	
GV	You should endeavor to send me a line.	
GV 1	Have you a line throwing apparatus?	
GV 2	Can you connect with line throwing apparatus?	
GV 3	I have not a line throwing apparatus.	
GW	Man overboard. Please take action to pick him up (position to be indicated if necessary).	
	Man overboard	O

SECTION 1.—DISTRESS—EMERGENCY

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
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* Reference is made to signals prescribed by the International Convention for the Safety of Life at Sea, 1974 (Regulation 16(c) Chapter V) in connection with the use of shore lifesaving apparatus.

Results of Rescue

GX	Report results of rescue.
GX 1	What have you (or rescue vessel/aircraft) picked up?
GY	I (or rescue vessel/aircraft) have picked up wreckage.
GZ	All persons saved.
GZ 1	All persons lost.
HA	I (or rescue vessel/aircraft) have rescued... (number) injured persons.
HB	I (or rescue vessel/aircraft) have rescued... (number) survivors.
HC	I (or rescue vessel/aircraft) have picked up... (number) bodies.
HD	Can I transfer rescued persons to you?

SURVIVORS

HF	I have located survivors in water, lat...long...(or bearing...from place indicated, distance...).
HG	I have located survivors in survival craft lat... long... (or bearing... from place indicated, distance...).
HJ	I have located survivors on drifting ice, lat... long...
HK	I have located bodies in lat... long... (or bearing... from place indicated, distance...).
HL	Survivors not yet located.
HL 1	I am still looking for survivors.
HL 2	Have you located survivors? If so, in what position?
HM	Survivors are in bad condition. Medical assistance is urgently required.
HM 1	Survivors are in bad condition.
HM 2	Survivors are in good condition.
HM 3	Condition of survivors not ascertained.
HM 4	What is condition of survivors?
HN	You should proceed to lat... long... to pick up survivors.
HO	Pick up survivors from drifting ice, lat... long...

CHAPTER 2.—GENERAL SIGNAL CODE

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
HO 1	Pick up survivors from sinking vessel/aircraft.	
HP	Survivors have not yet been picked up.	
HP 1	Have survivors been picked up?	
	You should give immediate assistance to pick up survivors.	CN 1
HQ	Transfer survivors to my vessel (or vessel indicated).	
HQ 1	Have you any survivors on board?	
HR	You should try to obtain from survivors all possible information.	
HT	You should indicate position of survivors by throwing pyrotechnic signals.	

CHAPTER 2

SECTION 2: CASUALTIES—DAMAGES

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
COLLISION		
HV	Have you been in collision?	
HW	I have (or vessel indicated has) collided with surface craft.	
HW 1	I have (or vessel indicated has) collided with light vessel.	
HW 2	I have (or vessel indicated has) collided with submarine.	
HW 3	I have (or vessel indicated has) collided with unknown vessel.	
HW 4	I have (or vessel indicated has) collided with underwater object.	
HW 5	I have (or vessel indicated has) collided with navigation buoy.	
HW 6	I have (or vessel indicated has) collided with iceberg.	
HW 7	I have (or vessel indicated has) collided with floating ice.	
HX	Have you received any damage in collision?	
HX 1	I have received serious damage above the waterline.	
HX 2	I have received serious damage below the waterline.	
HX 3	I have received minor damage above the waterline.	
HX 4	I have received minor damage below the waterline.	
HY	The vessel (name or identity signal) with which I have been in collision has sunk.	
HY 1	The vessel (name or identity signal) with which I have been in collision has resumed her voyage.	
HY 2	I do not know what has happened to the vessel with which I collided.	
HY 3	Has the vessel with which you have been in collision resumed her voyage?	
HY 4	What is the name (or identity signal) of the vessel with which you collided?	
HY 5	What is the name (or identity signal) of vessel which collided with me? My name (or identity signal) is...	
HY 6	Where is the vessel with which you collided?	
HZ	There has been a collision between vessels indicated (names or identity signals).	
	I urgently require a collision mat.	KA
	I have placed the collision mat. I can proceed without assistance.	KA 1
	Can you place the collision mat?	KA 2

DAMAGES—REPAIRS

IA I have received damage to stem.

CHAPTER 2.—GENERAL SIGNAL CODE

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
IA 1	I have received damage to stern frame.	
IA 2	I have received damage to side plate above water.	
IA 3	I have received damage to side plate below water.	
IA 4	I have received damage to bottom plate.	
IA 5	I have received damage to boilerroom.	
IA 6	I have received damage to engineroom.	
IA 7	I have received damage to hatchways.	
IA 8	I have received damage to steering gear.	
IA 9	I have received damage to propellers.	
IB	What damage have you received?	
IB 1	My vessel is seriously damaged.	
IB 2	I have minor damage.	
IB 3	I have not received any damage.	
IB 4	The extent of the damage is still unknown.	
	Have you received any damage in collision?	HX
	I have received serious damage above the waterline	HX 1
	I have received serious damage below the waterline	HX 2
	I have received minor damage above the waterline	HX 3
	I have received minor damage below the waterline	HX 4
IC	Can damage be repaired at sea?	
IC 1	Can damage be repaired at sea without assistance?	
IC 2	How long will it take you to repair damage?	
ID	Damage can be repaired at sea.	
ID 1	Damage can be repaired at sea without assistance.	
ID 2	Damage has been repaired.	
IF	Damage cannot be repaired at sea.	
IF 1	Damage cannot be repaired at sea without assistance.	
IG	Damage can be repaired in... (number) hours.	
IJ	I will try to proceed by my own means but I request you to keep in contact with me by... (Complements Table 1, Chapter 2, Section 10, Page 104).	
IK	I can proceed at... (number) knots.	

SECTION 2.—CASUALTIES—DAMAGES

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
IL	I can only proceed at slow speed.	
IL 1	I can only proceed with one engine.	
IL 2	I am unable to proceed under my own power.	
IL 3	Are you in a condition to proceed?	
IM	I request to be escorted until further notice.	
	Propeller shaft is broken	RO
	My propeller is fouled by hawser or rope	RO 1
	I have lost my propeller	RO 2

DIVER—UNDERWATER OPERATIONS

IN	I require a diver.	
IN 1	I require a diver to clear propeller.	
IN 2	I require a diver to examine bottom.	
IN 3	I require a diver to place collision mat.	
IN 4	I require a diver to clear my anchor.	
IO	I have no diver.	
IP	A diver will be sent as soon as possible (or at time indicated).	
IQ	Diver has been attacked by diver's disease and requires decompression chamber treatment.	
*IR	I am engaged in submarine survey work (underwater operations). Keep clear of me and go slow.	
	I have a diver down; keep well clear at slow speed	A

* The use of this signal does not relieve any vessel from compliance with the International Regulations for Preventing Collisions at Sea 1972.

FIRE—EXPLOSION

Fire

IT	I am on fire.	
IT 1	I am on fire and have dangerous cargo on board; keep well clear of me	J
IT 2	Vessel (name or identity signal) is on fire.	
IT 3	Are you on fire?	

CHAPTER 2.—GENERAL SIGNAL CODE

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
Fire		
IU	Vessel (name or identity signal) on fire is located at lat... long...	
	I require immediate assistance; I am on fire.	CB 6
IV	Where is the fire?	
IV 1	I am on fire in the engineroom.	
IV 2	I am on fire in the boilerroom.	
IV 3	I am on fire in hold or cargo.	
IV 4	I am on fire in passenger's or crew's quarters.	
IV 5	Oil is on fire.	
IW	Fire is under control.	
IX	Fire is gaining.	
IX 1	I cannot get the fire under control without assistance.	
IX 2	Fire has not been extinguished.	
IY	I can get the fire under control without assistance.	
IY 1	Can you get the fire under control without assistance?	
IZ	Fire has been extinguished.	
IZ 1	I am flooding compartment to extinguish fire.	
IZ 2	Is fire extinguished?	
JA	I require firefighting appliances.	
JA 1	I require foam fire extinguishers.	
JA 2	I require CO ₂ fire extinguishers.	
JA 3	I require tetrachloride fire extinguishers.	
JA 4	I require material for foam fire extinguishers.	
JA 5	I require material for CO ₂ fire extinguishers.	
JA 6	I require material for carbon tetrachloride fire extinguishers.	
JA 7	I require water pumps.	
Explosion		
JB	There is danger of explosion.	
JC	There is no danger of explosion.	

SECTION 2.—CASUALTIES—DAMAGES

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
	Explosion	
JC 1	Is there any danger of explosion?	
JD	Explosion has occurred in boiler.	
JD 1	Explosion has occurred in tank.	
JD 2	Explosion has occurred in cargo.	
JD 3	Further explosions are possible.	
JD 4	There is danger of toxic effects.	
JE	Have you any casualties owing to explosion?	
	An explosion was seen or heard (position or direction and time to be indicated)	EK 1

GROUNDING—BEACHING—REFLOATING

	Grounding	
JF	I am (or vessel indicated is) aground in lat... long... (also the following complements, if necessary):	
0	On rocky bottom.	
1	On soft bottom.	
2	Forward.	
3	Amidship.	
4	Aft.	
5	At high water forward.	
6	At high water amidship.	
7	At high water aft.	
8	Full length of vessel.	
9	Full length of vessel at high water.	
JG	I am aground; I am in dangerous situation.	
JH	I am aground; I am not in danger.	
	I require immediate assistance; I am aground	CB 4
	Vessel aground in lat... long... require assistance.	CI
JI	Are you aground?	
JI 1	What was your draft when you went aground?	

CHAPTER 2.—GENERAL SIGNAL CODE

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
Grounding		
JI 2	On what kind of ground have you gone aground?	
JI 3	At what state of tide did you go aground?	
JI 4	What part of your vessel is aground?	
JJ	My maximum draft when I went aground was... (number) feet or meters.	
JK	The tide was high water when the vessel went aground.	
JK 1	The tide was half water when the vessel went aground.	
JK 2	The tide was low water when the vessel went aground.	
JL	You are running the risk of going aground.	
JL 1	You are running the risk of going aground; do not approach me from the starboard side.	
JL 2	You are running the risk of going aground; do not approach me from the port side.	
JL 3	You are running the risk of going aground; do not approach me from forward.	
JL 4	You are running the risk of going aground; do not approach me from aft.	
JM	You are running the risk of going aground at low water.	
Beaching		
JN	You should beach the vessel in lat... long...	
JN 1	You should beach the vessel where flag is waved or light is shown.	
JN 2	I must beach the vessel.	
Refloating		
JO	I am afloat.	
JO 1	I am afloat forward.	
JO 2	I am afloat aft.	
JO 3	I may be got afloat if prompt assistance is given.	
JO 4	Are you (or vessel indicated) still afloat?	
JO 5	When do you expect to be afloat?	
JP	I am jettisoning to refloat (the following complements should be used if required):	
1	Cargo.	
2	Bunkers.	
3	Everything movable forward.	

SECTION 2.—CASUALTIES—DAMAGES

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
	Refloating	
	4 Everything movable aft.	
JQ	I cannot refloat without jettisoning (the following complements should be used if required):	
	1 Cargo.	
	2 Bunkers.	
	3 Everything movable forward.	
	4 Everything movable aft.	
JR	I expect (or vessel indicated expects) to refloat.	
JR 1	I expect (or vessel indicated expects) to refloat at time indicated.	
JR 2	I expect (or vessel indicated expects) to refloat in daylight.	
JR 3	I expect (or vessel indicated expects) to refloat when tide rises.	
JR 4	I expect (or vessel indicated expects) to refloat when visibility improves.	
JR 5	I expect (or vessel indicated expects) to refloat when weather moderates.	
JR 6	I expect (or vessel indicated expects) to refloat when draft is lightened.	
JR 7	I expect (or vessel indicated expects) to refloat when tugs arrive.	
JS	Is it likely that you (or vessel indicated) will refloat?	
JS 1	Is it likely that you (or vessel indicated) will refloat at time indicated?	
JS 2	Is it likely that you (or vessel indicated) will refloat in daylight?	
JS 3	Is it likely that you (or vessel indicated) will refloat when tide rises?	
JS 4	Is it likely that you (or vessel indicated) will refloat when visibility improves?	
JS 5	Is it likely that you (or vessel indicated) will refloat when weather moderates?	
JS 6	Is it likely that you (or vessel indicated) will refloat when draft is lightened?	
JS 7	Is it likely that you (or vessel indicated) will refloat when tugs arrive?	
JT	I can refloat if an anchor is laid out for me.	
JT 1	I may refloat without assistance.	
JT 2	Will you assist me to refloat?	
JU	I cannot be refloated by any means now available.	
JV	Will you escort me to lat... long... after refloating?	

CHAPTER 2.—GENERAL SIGNAL CODE

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
LEAK		
JW	I have sprung a leak.	
JW 1	Leak is dangerous.	
JW 2	Leak is causing dangerous heel.	
JW 3	Leak is beyond the capacity of my pumps.	
	I require immediate assistance; I have sprung a leak	CB 7
JX	Leak is gaining rapidly.	
JX 1	I cannot stop the leak.	
JY	Leak can be controlled, if it does not get any worse.	
JY 1	I require additional pumping facilities to control the leak.	
JY 2	Leak is under control.	
JY 3	Leak has been stopped.	
JZ	Have you sprung a leak?	
JZ 1	Can you stop the leak?	
JZ 2	Is the leak dangerous?	
KA	I urgently require a collision mat.	
KA 1	I have placed the collision mat. I can proceed without assistance.	
KA 2	Can you place the collision mat?	
KB	I have... (number) feet or meters of water in the hold.	
KC	My hold(s) is (are) flooded.	
KC 1	How many compartments are flooded?	
KD	There are... (number) compartments flooded.	
KE	The watertight bulkheads are standing up well to the pressure of the water.	
KE 1	I need timber to support bulkheads.	

TOWING—TUGS

	Tug	
KF	I require a tug (or... (number) tugs).	
	I require a tug	Z

SECTION 2.—CASUALTIES—DAMAGES

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
	Tug	
KG	Do you require a tug(s)?	
KG 1	I do not require tug(s).	
KH	Tug(s) is (are) coming to you. Expect to arrive at time indicated.	
KH 1	Tug with pilot is coming to you.	
KH 2	You should wait for tugs.	
KI	There are no tugs available.	
KI 1	Tugs cannot proceed out.	
	Towing—Taking in Tow	
KJ	I am towing a submerged object.	
KJ 1	I am towing a float.	
KJ 2	I am towing a target.	
KK	Towing is impossible under present weather conditions.	
KK 1	Towing is very difficult.	
KK 2	I cannot connect at present but will attempt when conditions improve.	
KK 3	I cannot connect tonight. I will try in daylight.	
KK 4	Can you assist with your engines?	
KL	I am obliged to stop towing temporarily.	
KL 1	You should stop towing temporarily.	
KM	I can take you (or vessel indicated) in tow.	
KM 1	Shall I take you in tow?	
KN	I cannot take you (or vessel indicated) in tow.	
KN 1	I cannot take you (or vessel indicated) in tow but I will report you and ask for immediate assistance.	
KN 2	I cannot take you (or vessel indicated) in tow but can take off persons.	
KO	You should endeavor to take vessel (name or identity signal) in tow.	
KO 1	You should report whether you have taken vessel (name or identity signal) in tow.	
KO 2	Can you take me (or vessel indicated) in tow?	
KP	You should tow me to the nearest port or anchorage (or place indicated).	
KP 1	I will tow you to the nearest port or anchorage (or place indicated).	

CHAPTER 2.—GENERAL SIGNAL CODE

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
Towing—Taking in Tow		
KP 2	I must get shelter or anchorage as soon as possible.	
KQ	Prepare to be taken in tow.	
KQ 1	I am ready to be taken in tow.	
KQ 2	Prepare to tow me (or vessel indicated).	
KQ 3	I am ready to tow you.	
KQ 4	Prepare to resume towing.	
KQ 5	I am ready to resume towing.	
KR	All is ready for towing.	
KR 1	I am commencing to tow.	
KR 2	You should commence towing.	
KR 3	Is all ready for towing?	
Towing Line—Cable—Hawser		
KS	You should send a line over.	
KS 1	I have taken the line.	
KT	You should send me a towing hawser.	
KT 1	I am sending towing hawser.	
KU	I cannot send towing hawser.	
KU 1	I have no, or no other, hawser.	
KU 2	I have no wire hawser.	
KU 3	Have you a hawser?	
KV	I intend to use my towing hawser/cable.	
KV 1	I intend to use your towing hawser/cable.	
KW	You should have towing hawser/cable ready.	
KW 1	Towing hawser/cable is ready.	
KW 2	You should have another hawser ready.	
KW 3	You should have spare towing hawser/cable ready.	
KW 4	Spare towing hawser/cable is ready.	
KW 5	You should have wire hawser ready.	

SECTION 2.—CASUALTIES—DAMAGES

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
Towing Line—Cable—Hawser		
KW 6	Wire hawser is ready.	
KX	You should be ready to receive the towing hawser.	
KX 1	I am ready to receive the towing hawser.	
KX 2	You should come closer to receive towing hawser.	
KX 3	I am coming closer to receive towing hawser.	
KX 4	I have received towing hawser.	
KY	Length of tow is... (number) fathoms.	
KZ	You should shorten the towing hawser (or shorten distance between vessels).	
KZ 1	I am shortening towing hawser (or I am shortening distance between vessels).	
KZ 2	You should haul in the hawser.	
KZ 3	I am hauling in the hawser.	
KZ 4	You should haul in the slack.	
KZ 5	I am hauling in the slack.	
LA	Towing hawser/cable has parted.	
LA 1	Towing hawser/cable is in danger of parting.	
LA 2	Towing hawser/cable is damaged.	
LA 3	You should reinforce the hawsers.	
LA 4	I am reinforcing the hawsers.	
Make Fast—Veer		
LB	You should make towing hawser fast to your chain cable.	
LB 1	Towing hawser is fast to chain cable.	
LB 2	You should make towing hawser fast to wire.	
LB 3	Towing hawser is fast to wire.	
LB 4	My towing hawser is fast.	
LB 5	Is your towing hawser fast?	
LC	You should make fast astern and steer me.	
LD	You should veer your hawser/cable... (number) fathoms.	
LE	I am about to veer my hawser/cable.	

CHAPTER 2.—GENERAL SIGNAL CODE

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
Make Fast—Veer		
LE 1	I am veering my hawser/cable.	
LE 2	I have veered my hawser/cable.	
LE 3	I shall veer cable attached to hawser.	
LE 4	How much cable should I veer?	
LF	You should stop veering your hawser/cable.	
LF 1	I cannot veer any more hawser/cable.	
Cast Off		
LG	You should prepare to cast off towing hawser(s).	
LG 1	I am preparing to cast off towing hawser(s).	
LG 2	I am ready to cast off towing hawser(s).	
LG 3	You should cast off starboard towing hawser.	
LG 4	I have cast off starboard towing hawser.	
LG 5	You should cast off port towing hawser.	
LG 6	I have cast off port towing hawser.	
LG 7	You should cast off hawser(s).	
LG 8	I must cast off towing hawser(s).	
Engine Maneuvers		
	I am going ahead	QD
	My engines are going ahead.	QD 1
	I will keep going ahead.	QD 2
	I will go ahead	QD 3
	I will go ahead dead slow	QD 4
	I have headway	QE
	I cannot go ahead	QF
	You should go ahead.	QG
	You should go slow ahead	QG 1
	You should go full speed ahead	QG 2
	You should keep going ahead.	QG 3

SECTION 2.—CASUALTIES—DAMAGES

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
Engine Maneuvers		
	You should keep your engines going ahead	QG 4
	You should not go ahead any more	QH
	I am going astern	QI
	My engines are going astern	QI 1
	I will keep going astern	QI 2
	I will go astern	QI 3
	I will go astern dead slow.	QI 4
	I have sternway	QJ
	I cannot go astern.	QK
	You should go astern	QL
	You should go slow astern	QL 1
	You should go full speed astern	QL 2
	You should keep going astern	QL 3
	You should keep your engines going astern.	QL 4
	You should not go astern any more	QM
	You should stop your engines immediately	RL
	You should stop your engines	RL 1
	My engines are stopped	RM
	I am stopping my engines	RM 1
LH	Maximum speed in tow is... (number) knots.	
LI	I am increasing speed.	
	LI 1 Increase speed.	
LJ	I am reducing speed.	
	LJ 1 Reduce speed.	

CHAPTER 2

SECTION 3: AIDS TO NAVIGATION—NAVIGATION—HYDROGRAPHY

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
AIDS TO NAVIGATION		

Buoys—Beacons

LK	Buoy (or beacon) has been established in lat... long...	
LL	Buoy (or beacon) in lat... long... has been removed.	
	You should steer directly for the buoy (or object indicated)	PL
	You should keep buoy (or object indicated) on your starboard side	PL 1
	You should keep buoy (or object indicated) on your port side.....	PL 2
	You can pass the buoy (or object indicated) on either side	PL 3
LM	Radiobeacon indicated is out of action.	

Lights—Lightvessels

LN	Light (name follows) has been extinguished.	
LN 1	All lights are out along this coast (or the coast of...).	
LO	I am not in my correct position (to be used by a lightvessel).	
LO 1	Lightvessel (name follows) is out of position.	
LO 2	Lightvessel (name follows) has been removed from her station.	
	Lightvessel (or lighthouse) indicated requires assistance	CH 1

BAR

LP	There is not less than... (number) feet or meters of water over the bar.	
LQ	There will be... (number) feet or meters of water over the bar at time indicated.	
LR	Bar is not dangerous.	
LR 1	What is the depth of water over the bar?	
LR 2	Can I cross the bar?	
LS	Bar is dangerous.	

BEARINGS

LT	Your bearing from me [or from... (name or identity signal)] is... (at time indicated).	
LU	The bearing of... (name or identity signal) from... (name or identity signal) is... (at time indicated).	
LV	Let me know my bearings from you. I will flash searchlight.	

SECTION 3.—AIDS TO NAVIGATION—NAVIGATION—HYDROGRAPHY

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
LV 1	What is my bearing from you [or from... (name or identity signal)]?	
LV 2	What is the bearing of... (name or identity signal) from... (name or identity signal)?	
	Your magnetic bearing from me (or from vessel or position indicated) is... (at time indicated)	BZ
	What is my magnetic bearing from you (or from vessel or position indicated)?.	CA
LW	I receive your transmission on bearing...	
LW 1	Can you take bearings from my radio signals?	
	Your position according to bearings taken by radio direction finder stations which I control is lat... long... (at time indicated)	EZ
	Will you give me my position according to bearings taken by radio direction finder stations which you control?	EZ 1
	Bearing and distance by radar of vessel (or object) indicated is bearing... , distance... miles.	OM
	What is the bearing and distance by radar of vessel (or object) indicated?	OM 1

CANAL—CHANNEL—FAIRWAY

Canal

LX	The canal is clear.	
LX 1	The canal will be clear at time indicated.	
LX 2	You can enter the canal at time indicated.	
LX 3	Is the canal clear?	
LX 4	When can I enter the canal?	
LY	The canal is not clear.	
LZ	The channel/fairway is navigable.	
LZ 1	I intend to pass through the channel/fairway.	
LZ 2	Is the channel/fairway navigable?	
LZ 3	What is the state of the channel/fairway?	
LZ 4	What is the least depth of water in the channel/fairway?	
MA	The least depth of water in the channel/fairway is... (number feet or meters).	
MB	You should keep in the center of the channel/fairway.	
MB 1	You should keep on the starboard side of the channel/fairway.	

CHAPTER 2.—GENERAL SIGNAL CODE

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
Canal		
MB 2	You should keep on the port side of the channel/fairway.	
MB 3	You should leave the channel/fairway free.	
MC	There is an uncharted obstruction in the channel/fairway. You should proceed with caution.	
MC 1	The channel/fairway is not navigable.	
MC 2	The (—) lane of the traffic separation scheme is not navigable. (The direction of the traffic flow is to be indicated.)	
COURSE		
MD	My course is....	
MD 1	What is your course?	
	My present position, course, and speed are lat... long... , knots	EV
	What are your present position, course, and speed?	EV 1
	Will vessels in my immediate vicinity (or in the vicinity of lat... long...) please indicate position, course, and speed	FB
	Vessel coming to your rescue (or to the rescue of vessel or aircraft indicated) is steering course... , speed... knots	GR
	You should indicate course and speed of vessel coming to my rescue (or to the rescue of vessel or aircraft indicated)	GR 1
ME	The course to place (name follows) is...	
ME 1	What is the course to place (name follows)?	
	The magnetic course for the helicopter to regain its base is.	BX
MF	Course to reach me is...	
MF 1	What is the course to reach you?	
	The magnetic course for you to steer towards me (or vessel or position indicated) is... (at time indicated)	BW
	Will you indicate the magnetic course for me to steer towards you (or vessel or position indicated)?	BY
MG	You should steer course...	
MG 1	What course should I steer?	
	You should maintain your present course.	PI
	I am maintaining my present course.	PI 1
	I cannot maintain my present course	PJ

SECTION 3.—AIDS TO NAVIGATION—NAVIGATION—HYDROGRAPHY

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
MH	You should alter course to... (at time indicated).	
MI	I am altering course to...	
	I am altering my course to starboard	E
	I am altering my course to port	I
	You should alter your course, if possible, appreciably to starboard to facilitate location by radar	OJ 2
	You should alter your course, if possible, appreciably to port to facilitate location by radar . .	OJ 3

DANGERS TO NAVIGATION—WARNINGS

Derelict—Wreck—Shoal

MJ	Derelict dangerous to navigation reported in lat... long... (or Complements Table 3, Chapter 2, Section 10, Page 104).
MK	I have seen derelict (in lat... long... at time indicated).
MK 1	Have you seen derelict (or wreckage)?
ML	Derelict is drifting near lat... long... (or bearing... from place indicated, distance...).
ML 1	Hull of derelict is awash.
ML 2	Hull of derelict is well out of the water.
MM	There is a wreck in lat... long...
MM 1	Wreck is buoyed.
MM 2	Wreck is awash.
MN	Wreck (in lat... long...) is not buoyed.
MO	I have struck a shoal or submerged object (lat... long...).
MP	I am in shallow water. Please direct me how to navigate.

Radiation Danger

MQ	There is risk of contamination due to excessive release of radioactive material in this area (or in area around lat... long...). Keep radio watch. Relay the message to vessels in your vicinity.
MQ 1	The radioactive material is airborne.
MQ 2	The radioactive material is waterborne.
MR	There is no, or no more, risk of contamination due to excessive release of radioactive material in this area (or in area around lat... long...).

CHAPTER 2.—GENERAL SIGNAL CODE

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
Radiation Danger		
MR 1	Is there risk of contamination due to excessive release of radioactive material in this area (or in area around lat... long...)?	
MS	My vessel is a dangerous source of radiation.	
MS 1	My vessel is a dangerous source of radiation; you may approach from my starboard side.	
MS 2	My vessel is a dangerous source of radiation; you may approach from my port side.	
MS 3	My vessel is a dangerous source of radiation; you may approach from forward.	
MS 4	My vessel is a dangerous source of radiation; you may approach from aft.	
MT	My vessel is a dangerous source of radiation. You may approach from... (Complements Table 3, Chapter 2, Section 10, Page 104).	
MU	My vessel is a dangerous source of radiation. Do not approach within... (number) cables.	
	I am abandoning my vessel which has suffered a nuclear accident and is a possible source of radiation danger.	AD
	I have had a serious nuclear accident and you should approach with caution	AJ
	I have had a nuclear accident on board.	AK
	A vessel which has suffered a nuclear accident is in distress in lat... long...	EC
MV	My vessel is releasing radioactive material and presents a hazard.	
MW	My vessel is releasing radioactive material and presents a hazard. Do not approach within... (number) cables.	
MX	The radioactive material is airborne. Do not approach from leeward.	
Warnings		
MY	It is dangerous to stop.	
MY 1	It is dangerous to remain in present position.	
MY 2	It is dangerous to proceed on present course.	
MY 3	It is dangerous to proceed until weather permits.	
MY 4	It is dangerous to alter course to starboard.	
MY 5	It is dangerous to alter course to port.	
MY 6	It is dangerous to approach close to my vessel.	
MY 7	It is dangerous to let go an anchor or use bottom trawl.	
MY 8	It is dangerous to jettison inflammable oil.	
	It is not safe to fire a rocket	GU

SECTION 3.—AIDS TO NAVIGATION—NAVIGATION—HYDROGRAPHY

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
	Warnings	
MZ	Navigation is dangerous in the area around lat... long...	
MZ 1	I consider you are carrying out a dangerous navigational practice and I intend to report you.	
	Navigation is dangerous in the area around lat... long... owing to iceberg(s)	VZ
	Navigation is dangerous in the area around lat... long... owing to floating ice	VZ 1
	Navigation is dangerous in the area around lat... long... owing to pack ice.	VZ 2
NA	Navigation is closed.	
NA 1	Navigation is possible only with tug assistance.	
NA 2	Navigation is possible only with pilot assistance.	
NA 3	Navigation is prohibited within 500m of this platform.	
NA 4	Navigation is prohibited within 500m of the platform bearing (—) from me.	
NA 5	You have been detected navigating within a 500m Safety Zone (about the platform bearing (—) from me) and will be reported.	
NA 6	Anchors with buoys extend up to one mile from this vessel/rig. You should keep clear.	
	You should navigate with caution. Small fishing boats are within... (number) miles of me.	TH
	You should navigate with caution. You are drifting towards my set of nets.	TI
	You should navigate with caution. There are nets with a buoy in this area.	TJ
NB	There is fishing gear in the direction you are heading (or in direction indicated—Complements Table 3, Chapter 2, Section 10, Page 104).	
NC	I am in distress and require immediate assistance.	
ND	Tsunami (phenomenal wave) is expected. You should take appropriate precautions.	
	Tropical storm (cyclone, hurricane, typhoon) is approaching. You should take appropriate precautions.	VL
NE	You should proceed with great caution.	
NE 1	You should proceed with great caution; the coast is dangerous.	
NE 2	You should proceed with great caution; submarines are exercising in this area.	
NE 3	You should proceed with great caution; there is a boom across.	
NE 4	You should proceed with great caution; keep clear of firing range.	
NE 5	You should proceed with great caution; hostile vessel sighted (in lat... long...).	
NE 6	You should proceed with great caution; hostile submarine sighted (in lat... long...).	

CHAPTER 2.—GENERAL SIGNAL CODE

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
Warnings		
NE 7	You should proceed with great caution; hostile aircraft sighted (in lat... long...).	
	There is an uncharted obstruction in the channel/fairway. You should proceed with caution	MC
	You should change your anchorage/berth. It is not safe.	RE
	All vessels should proceed to sea as soon as possible owing to danger in port	UL
NF	You are running into danger	U
NF 1	You are running into danger; there is a radiation hazard.	
NG	You are in a dangerous position.	
NG 1	You are in a dangerous position; there is a radiation hazard.	
NH	You are clear of all danger.	
NH 1	Are you clear of all danger?	
NI	I have (or vessel indicated has) a list of... (number) degrees to starboard.	
NJ	I have (or vessel indicated has) a list of... (number) degrees to port.	

DEPTH—DRAFT

Depth

NK	There is not sufficient depth of water.	
NL	There is sufficient depth of water.	
NL 1	Is there sufficient depth of water?	
	The least depth of water in the channel/fairway is... (number feet or meters)	MA
	What is the least depth of water in the channel/fairway.	LZ 4
	There is not less than... (number feet or meters) of water over the bar	LP
	What is the depth of water over the bar?	LR 1
	There will be... (number feet or meters) of water over the bar at time indicated.	LQ
	The depth at high water here (or in place indicated) is... (number feet or meters).	QA
	The depth at low water here (or in place indicated) is... (number feet or meters).	QB
	What is the depth at high and low water here (or in place indicated)?.	PW 2
NM	You should report the depth around your vessel.	
NN	I am in... (number feet or meters) of water.	

SECTION 3.—AIDS TO NAVIGATION—NAVIGATION—HYDROGRAPHY

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
Depth		
*NO	Negative—"No" or "The significance of the previous group should be read in the negative".	
NP	The depth of water at the bow is... (number feet or meters).	
NQ	The depth of water at the stern is... (number feet or meters).	
NR	The depth of water along the starboard side is... (number feet or meters).	
NS	The depth of water along the port side is... (number feet or meters).	

* Procedural signal.

Draft		
NT	What is your draft?	
NT 1	What is your light draft?	
NT 2	What is your ballast draft?	
NT 3	What is your loaded draft?	
NT 4	What is your summer draft?	
NT 5	What is your winter draft?	
NT 6	What is your maximum draft?	
NT 7	What is your least draft?	
NT 8	What is your draft forward?	
NT 9	What is your draft aft?	
NU	My draft is... (number feet or meters).	
NV	My light draft is... (number feet or meters).	
NW	My ballast draft is... (number feet or meters).	
NX	My loaded draft is... (number feet or meters).	
NY	My summer draft is... (number feet or meters).	
NZ	My winter draft is... (number feet or meters).	
OA	My maximum draft is... (number feet or meters).	
OB	My least draft is... (number feet or meters).	
OC	My draft forward is... (number feet or meters).	
OD	My draft aft is... (number feet or meters).	
	My maximum draft when I went aground was (number feet or meters)	JJ

CHAPTER 2.—GENERAL SIGNAL CODE

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
Draft		
	What was your draft when you went aground?	JI 1
OE	Your draft must not exceed... (number feet or meters).	
OF	I could lighten to... (number feet or meters) draft.	
OG	To what draft could you lighten?	

ELECTRONIC NAVIGATION

Radar		
OH	You should switch on your radar and keep radar watch.	
OH 1	The restrictions on the use of radar are lifted.	
OH 2	Does my radar cause interference?	
OI	I have no radar.	
OI 1	Are you equipped with radar?	
OI 2	Is your radar in operation?	
OJ	I have located you on my radar bearing... , distance... miles.	
OJ 1	I cannot locate you on my radar.	
OJ 2	You should alter your course, if possible, appreciably to starboard to facilitate location by radar.	
OJ 3	You should alter your course, if possible, appreciably to port to facilitate location by radar.	
OJ 4	Can you locate me by radar?	
	My position is ascertained by radar	EW 4
*OK	Acknowledging a correct repetition or "It is correct".	
OL	Is radar pilotage being effected in this port (or port indicated)?	
OM	Bearing and distance by radar of vessel (or object) indicated, is bearing... , distance... miles.	
OM 1	What is the bearing and distance by radar of vessel (or object) indicated?	
ON	I have an echo on my radar on bearing... , distance... miles.	

* Procedural signal.

Radio Direction Finder

OO	My radio direction finder is inoperative.
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SECTION 3.—AIDS TO NAVIGATION—NAVIGATION—HYDROGRAPHY

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
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Radio Direction Finder

OP	I have requested... (name or identity signal) to send two dashes of ten seconds each or the carrier of his transmitter followed by his call sign.	
OP 1	Will you request... (name or identity signal) to send two dashes of ten seconds each or the carrier of his transmitter followed by his call sign?	
OP 2	Will you send two dashes of ten seconds each, or the carrier of your transmitter, followed by your call sign?	
	Your position according to bearings taken by radio direction finder stations which I control is lat... long... (at time indicated)	EZ
	Will you give me my position according to bearings taken by radio direction finder stations which you control?	EZ 1
OQ	I am calibrating radio direction finder or adjusting compasses.	

Electronic Position-Fixing System

	My position is ascertained by electronic position fixing system.	EW 5
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MINES—MINESWEEPING

OR	I have struck a mine.	
	I have a mine in my sweep (or net)	TO
OS	There is danger from mines in this area (or area indicated).	
OS 1	You should keep a lookout for mines.	
OS 2	You are out of the dangerous zone.	
OS 3	Am I out of the dangerous zone?	
OS 4	Are you out of the dangerous zone?	
OS 5	Is there any danger from mines in this area (or area indicated)?	
OT	Mine has been sighted in lat... long... (or in direction indicated—Complements Table 3, Chapter 2, Section 10, Page 104).	
OU	Mine(s) has (have) been reported in the vicinity (or in approximate position lat... , long...).	
OV	Mine(s) is (are) believed to be bearing... from me, distance... miles.	
OW	There is a minefield ahead of you. You should stop your vessel and wait for instructions.	
OW 1	There is a minefield along the coast. You should not approach too close.	
OX	The approximate direction of the minefield is bearing... from me.	
OY	Port is mined.	

CHAPTER 2.—GENERAL SIGNAL CODE

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
OY 1	Entrance is mined.	
OY 2	Fairway is mined.	
OY 3	Are there mines in the port entrance or fairway?	
OZ	The width of the swept channel is... (number feet or meters).	
PA	I will indicate the swept channel. You should follow in my wake.	
PA 1	You should keep carefully to the swept channel.	
PA 2	The swept channel is marked by buoys.	
PA 3	I do not see the buoys marking the swept channel.	
PA 4	Do you know the swept channel?	
*PB	You should keep clear of me; I am engaged in minesweeping operations.	
PB 1	You should keep clear of me; I am exploding a floating mine.	
PC	I have destroyed the drifting mine(s).	
PC 1	I cannot destroy the drifting mine(s).	

* The use of this signal does not relieve any vessel from complying with the International Regulations for Preventing Collisions at Sea 1972.

NAVIGATION LIGHTS—SEARCHLIGHT

PD	Your navigation light(s) is (are) not visible.	
PD 1	My navigation lights are not functioning.	
PE	You should extinguish all the lights except the navigation lights.	
PG	I do not see any light.	
PG 1	You should hoist a light.	
PG 2	I am dazzled by your searchlight. Extinguish it or lift it.	
	You should train your searchlight nearly vertical on a cloud, intermittently if possible, and, if my aircraft is seen, deflect the beam upwind and on the water to facilitate my landing	AX
	Shall I train my searchlight nearly vertical on a cloud, intermittently if possible, and, if your aircraft is seen, deflect the beam upwind and on the water to facilitate your landing?	AX 1

*Code**Meaning**Cross
Reference***NAVIGATING AND STEERING INSTRUCTIONS****(See also Pilot in Chapter 2, Section 5, Page 87.)**

PH	You should steer as indicated.	
PH 1	You should steer towards me.	
PH 2	I am steering towards you.	
PH 3	You should steer more to starboard.	
PH 4	I am steering more to starboard.	
PH 5	You should steer more to port.	
PH 6	I am steering more to port.	
PI	You should maintain your present course.	
PI 1	I am maintaining my present course.	
PI 2	Shall I maintain my present course?	
PJ	I cannot maintain my present course.	
	You should make fast astern and steer me	LC
PK	I cannot steer without assistance.	
PL	You should steer directly for the buoy (or object indicated).	
PL 1	You should keep buoy (or object indicated) on your starboard side.	
PL 2	You should keep buoy (or object indicated) on your port side.	
PL 3	You can pass the buoy (or object indicated) on either side.	
PM	You should follow in my wake (or wake of vessel indicated).	
PM 1	You should go ahead and lead the course.	
PN	You should keep to leeward of me (or vessel indicated).	
PN 1	You should keep to windward of me (or vessel indicated).	
PN 2	You should keep on my starboard side (or starboard side of vessel indicated).	
PN 3	You should keep on my port side (or port side of vessel indicated).	
PO	You should pass ahead of me (or vessel indicated).	
PO 1	I will pass ahead of you (or vessel indicated).	
PO 2	You should pass astern of me (or vessel indicated).	
PO 3	I will pass astern of you (or vessel indicated).	
PO 4	You should pass to leeward of me (or vessel indicated).	

CHAPTER 2.—GENERAL SIGNAL CODE

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
PO 5	I will pass to leeward of you (or vessel indicated).	
PO 6	You should pass to windward of me (or vessel indicated).	
PO 7	I will pass to windward of you (or vessel indicated).	
PO 8	You should come under my stern.	
PP	Keep well clear of me.	
PP 1	Do not overtake me.	
PP 2	Do not pass ahead of me.	
PP 3	Do not pass astern of me.	
PP 4	Do not pass on my starboard side.	
PP 5	Do not pass on my port side.	
PP 6	Do not pass too close to me.	
PP 7	You should give way to me.	
PQ	You should keep closer in to the coast.	
PQ 1	You should keep further away from the coast.	
PQ 2	You should follow the coast at a safe distance.	
PQ 3	How far out from the coast?	
PR	You should keep closer to me (or vessel indicated).	
PR 1	You should come as near as possible.	
PR 2	You should keep within visual signal distance from me (or vessel indicated).	
PR 3	You should come within hailing distance from me (or vessel indicated).	
PS	You should not come any closer.	
PS 1	You should keep away from me (or vessel indicated).	
	I am calibrating radio direction finder or adjusting compasses	OQ

TIDE

PT	What is the state of the tide?
PT 1	The tide is rising.
PT 2	The tide is falling.
PT 3	The tide is slack.
PU	The tide begins to rise at time indicated.

SECTION 3.—AIDS TO NAVIGATION—NAVIGATION—HYDROGRAPHY

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
PU 1	When does the tide begin to rise?	
PV	The tide begins to fall at time indicated.	
PV 1	When does the tide begin to fall?	
PW	What is the rise and fall of the tide?	
PW 1	What is the set and drift of the tide?	
PW 2	What is the depth at high and low water here (or in place indicated)?	
PX	The rise and fall of the tide is... (number feet or meters).	
PY	The set of the tide is... degrees.	
PZ	The drift of the tide is... knots.	
QA	The depth at high water here (or in place indicated) is... (number feet or meters).	
QB	The depth at low water here (or in place indicated) is... (number feet or meters).	
	The tide was high water when the vessel went aground	JK
	The tide was half water when the vessel went aground	JK 1
	The tide was low water when the vessel went aground	JK 2
	At what state of tide did you go aground?	JI 3
QC	You should wait until high water.	
QC 1	You should wait until low water.	

CHAPTER 2

SECTION 4: MANEUVERS

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
AHEAD—ASTERN		
Ahead—Headway		
QD	I am going ahead.	
QD 1	My engines are going ahead.	
QD 2	I will keep going ahead.	
QD 3	I will go ahead.	
QD 4	I will go ahead dead slow.	
QE	I have headway.	
QF	I cannot go ahead.	
QG	You should go ahead.	
QG 1	You should go slow ahead.	
QG 2	You should go full speed ahead.	
QG 3	You should keep going ahead.	
QG 4	You should keep your engines going ahead.	
QH	You should not go ahead any more.	
Astern—Sternway		
QI	I am going astern.	
QI 1	My engines are going astern	S
QI 2	I will keep going astern.	
QI 3	I will go astern.	
QI 4	I will go astern dead slow.	
QJ	I have sternway.	
QK	I cannot go astern.	
QL	You should go astern.	
QL 1	You should go slow astern.	
QL 2	You should go full speed astern.	
QL 3	You should keep going astern.	
QL 4	You should keep your engines going astern.	
QM	You should not go astern any more.	

SECTION 4.—MANEUVERS

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
ALONGSIDE		
QN	You should come alongside my starboard side.	
QN 1	You should come alongside my port side.	
QN 2	You should drop an anchor before coming alongside.	
QO	You should not come alongside.	
QP	I will come alongside.	
QP 1	I will try to come alongside.	
QQ	I require health clearance. (See Pratique Messages in Chapter 2, Section 9, Page 103.)	
QR	I cannot come alongside.	
QR 1	Can I come alongside?	

TO ANCHOR—ANCHOR(S)—ANCHORAGE

To Anchor

QS	You should anchor at time indicated.	
QS 1	You should anchor (position to be indicated if necessary).	
QS 2	You should anchor to await tug.	
QS 3	You should anchor with both anchors.	
QS 4	You should anchor as convenient.	
QS 5	Are you going to anchor?	
	You should heave to or anchor until pilot arrives.	UB
QT	You should not anchor. You are going to foul my anchor.	
QU	Anchoring is prohibited.	
QV	I am anchoring in position indicated.	
QV 1	I have anchored with both anchors.	
QW	I shall not anchor.	
QW 1	I cannot anchor.	
QX	I request permission to anchor.	
QX 1	You have permission to anchor.	
QY	I wish to anchor at once.	

CHAPTER 2.—GENERAL SIGNAL CODE

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
To Anchor		
QY 1	Where shall I anchor?	
Anchor(s)		
QZ	You should have your anchors ready for letting go.	
QZ 1	You should let go another anchor.	
RA	My anchor is foul.	
RA 1	I have picked up telegraph cable with my anchor.	
RB	I am dragging my anchor	Y
RB 1	You appear to be dragging your anchor.	
RB 2	Where you have anchored (or intend to anchor) you are likely to drag.	
RC	I am (or vessel indicated is) breaking adrift.	
RC 1	I have broken adrift.	
RD	You should weigh (cut or slip) anchor immediately.	
RD 1	You should weigh anchor at time indicated.	
RD 2	I am unable to weigh my anchor.	
Anchorage		
RE	You should change your anchorage/berth. It is not safe.	
RF	Will you lead me into a safe anchorage?	
	You should tow me to the nearest port or anchorage (or place indicated)	KP
	I will tow you to the nearest port or anchorage (or place indicated)	KP 1
	I must get shelter or anchorage as soon as possible	KP 2
RG	You should send a boat to where I am to anchor or moor.	
RG 1	At what time shall I come into anchorage?	
	You should proceed to anchorage in position indicated (lat... long...)	RW
	You should not proceed out of harbor/anchorage.	RZ 1
RH	There is no good holding ground in my area (or around lat... long...).	
RI	There is good holding ground in my area (or around lat... long...).	
RI 1	Is there good holding ground in your area (or around lat... long...)?	

SECTION 4.—MANEUVERS

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
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ENGINES—PROPELLER

Engines

RJ	You should keep your engines ready.	
RJ 1	You should have your engines ready as quickly as possible.	
RJ 2	You should report when your engines are ready.	
RJ 3	You should leave when your engines are ready.	
RJ 4	At what time will your engines be ready?	
RK	My engines will be ready at time indicated.	
RK 1	My engines are ready.	
RL	You should stop your engines immediately.	
RL 1	You should stop your engines.	
RM	My engines are stopped.	
RM 1	I am stopping my engines.	
RM 2	I am obliged to stop my engines.	
RN	My engines are out of action.	
	I can only proceed with one engine	IL 1

Propeller

RO	Propeller shaft is broken.	
RO 1	My propeller is fouled by hawser or rope.	
RO 2	I have lost my propeller.	
	I require immediate assistance; propeller shaft is broken	CB 8

LANDING—BOARDING

Landing

*RP	Landing here is highly dangerous.	
*RP 1	Landing here is highly dangerous. A more favorable location for landing is at position indicated.	
**RQ	Interrogative or “the significance of the previous group should be read as a question”.	
*RR	This is the best place to land.	

CHAPTER 2.—GENERAL SIGNAL CODE

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
Landing		
*RR 1	Lights will be shown or flag waved at the best landing place.	
	Boat should endeavor to land where flag is waved or light is shown	DC
	Boats are not allowed to land (after time indicated).	DD 1

* Reference is made to landing signals prescribed by the International Convention for the Safety of Life at Sea, 1974 (Regulation 16(b), Chapter V), for the guidance of small boats with crews or persons in distress.

** Procedural signal.

Boarding

RS	No one is allowed on board.	
	You should stop or heave to, I am going to board you	SQ 3

MANEUVERS

RT	Stop carrying out your intentions and watch for my signals	X
RT 1	What maneuvers do you intend to carry out?	
RU	Keep clear of me; I am maneuvering with difficulty	D
RU 1	I am carrying out maneuvering trials.	

PROCEED—UNDERWAY

Proceed

RV	You should proceed (to place indicated if necessary).	
RV 1	You should proceed to destination.	
RV 2	You should proceed into port.	
RV 3	You should proceed to sea.	
RW	You should proceed to anchorage in position indicated (lat... long...).	
RX	You should proceed at time indicated.	
RY	You should proceed at slow speed when passing me (or vessels making this signal).	
	You should proceed to the rescue of vessel (or ditched aircraft) in lat... long	GP
	You should proceed to lat... long... to pick up survivors	HN
	You should proceed with great caution	NE

SECTION 4.—MANEUVERS

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
Proceed		
	You should proceed with great caution; the coast is dangerous.	NE 1
	You should proceed with great caution; submarines are exercising in this area	NE 2
	You should proceed with great caution; there is a boom across	NE 3
	You should proceed with great caution; keep clear of firing range	NE 4
	You should proceed with great caution; hostile vessel sighted (in lat... long...)	NE 5
	You should proceed with great caution; hostile submarine sighted (in lat... long...)	NE 6
	You should proceed with great caution; hostile aircraft sighted (in lat... long...)	NE 7
RZ	You should not proceed (to place indicated if necessary).	
RZ 1	You should not proceed out of harbor/anchorage.	
	All vessels should proceed to sea as soon as possible owing to danger in port.	UL
SA	I can proceed at time indicated.	
SB	I am proceeding to the position of accident.	
	I am (or vessel indicated is) proceeding to your assistance	CP
	I am proceeding to the assistance of vessel/aircraft in distress (lat... long...)	CR
	I am proceeding to the position of accident at full speed. Expect to arrive at time indicated . .	FE
	Are you proceeding to the position of accident? If so, when do you expect to arrive?	FE 1
	I cannot proceed to the rescue owing to weather. You should do all you can	GQ
	I will try to proceed by my own means but I request you to keep in contact with me by... (Complements Table 1, Chapter 2, Section 10, Page 104)	IJ
	I can proceed at... (number) knots.	IK
	I can only proceed at slow speed	IL
	I can only proceed with one engine	IL 1
	I am unable to proceed under my own power	IL 2
	Are you in a condition to proceed	IL 3
	I have placed the collision mat. I can proceed without assistance.	KA 1
Underway		
SC	I am underway.	
SC 1	I am ready to get underway.	
SC 2	I shall get underway as soon as the weather permits.	

CHAPTER 2.—GENERAL SIGNAL CODE

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
Underway		
SD	I am not ready to get underway.	
SF	Are you (or vessel indicated) underway?	
SF 1	Are you ready to get underway?	
SF 2	At what time will you be underway?	
SPEED		
SG	My present speed is... (number) knots.	
SJ	My maximum speed is... (number) knots.	
SL	What is your present speed?	
SL 1	What is your maximum speed?	
	The speed of my aircraft in relation to the surface of the earth is... (knots or kilometers per hour)	BQ
	What is the speed of your aircraft in relation to the surface of the earth?	BQ 1
	My present position, course, and speed are lat... long..., knots	EV
	What are your present position, course, and speed?	EV 1
	Will vessels in my immediate vicinity (or in the vicinity of lat... long...) please indicate position, course, and speed	FB
	I can only proceed at slow speed	IL
	Maximum speed in tow is... (number) knots	LH
	I am increasing speed	LI
	Increase speed	LI 1
	I am reducing speed	LJ
	Reduce speed	LJ 1
	You should proceed at slow speed when passing me (or vessels making this signal)	RY
	Take the way off your vessel	SP
	My vessel is stopped and making no way through the water	SP 1
SM	I am undergoing speed trials.	

SECTION 4.—MANEUVERS

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
STOP—HEAVE TO		
SN	You should stop immediately. Do not scuttle. Do not lower boats. Do not use the wireless. If you disobey I shall open fire on you.	
SO	You should stop your vessel instantly	L
SO 1	You should stop. Head offshore.	
SO 2	You should remain where you are.	
SP	Take the way off your vessel.	
SP 1	My vessel is stopped and making no way through the water	M
SQ	You should stop or heave to.	
SQ 1	You should stop or heave to, otherwise I shall open fire on you.	
SQ 2	You should stop or heave to; I am going to send a boat.	
SQ 3	You should stop or heave to; I am going to board you.	
	You should heave to or anchor until pilot arrives.	UB
	I am (or vessel indicated is) stopped in thick fog	XP

CHAPTER 2

SECTION 5: MISCELLANEOUS

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
CARGO—BALLAST		
ST	What is your cargo?	
SU	My cargo is agricultural products.	
SU 1	My cargo is coal.	
SU 2	My cargo is dairy products.	
SU 3	My cargo is fruit products.	
SU 4	My cargo is heavy equipment/machinery.	
SU 5	My cargo is livestock.	
SU 6	My cargo is lumber.	
SU 7	My cargo is oil/petroleum products.	
SU 8	I have a general cargo.	
SV	I am not seaworthy due to shifting of cargo or ballast.	
SW	I am taking in, or discharging, or carrying dangerous goods	B
SX	You should not discharge oil or oily mixture.	
SY	The discharge of oil or oily mixture in this area is prohibited within... (number) miles from the nearest land.	

CREW—PERSONS ON BOARD

SZ	Total number of persons on board is...	
TA	I have left... (number) men on board.	
TB	... (number) persons have died.	
TC	... (number) persons are sick.	
	I am alighting (in position indicated if necessary) to pick up crew of vessel/aircraft	AV
	I cannot alight but I can lift crew	AZ
	You cannot alight on the deck. Can you lift crew?	BA 1
	Boats(s)/raft(s) should approach vessel as near as possible to take off persons.	DA
	All persons saved	GZ
	All persons lost	GZ 1
	I (or rescue vessel/aircraft) have rescued... (number) injured persons.	HA
	Can I transfer rescued persons to you?	HD

SECTION 5.—MISCELLANEOUS

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
FISHERY‡		
TD	I am a fish catch carrier boat.	
TD 1	I am a mother ship for fishing vessel(s).	
TD 2	Are you a fishing vessel?	
TE	I am bottom trawling.	
TE 1	I am trawling with a floating trawl.	
TE 2	I am long-line fishing.	
TE 3	I am fishing with towing lines.	
TE 4	I am engaged in two-boat fishing operation.	
TE 5	I am drifting on my nets.	
TE 6	In what type of fishing are you engaged?	
TF	I am shooting purse seine.	
TF 1	I am shooting drift nets.	
TF 2	I am shooting seine net.	
TF 3	I am shooting trawl.	
TF 4	I am shooting long lines.	
TG	I am hauling purse seine.	
TG 1	I am hauling drift nets.	
TG 2	I am hauling seine net.	
TG 3	I am hauling trawl.	
TG 4	I am hauling long lines.	
TH	You should navigate with caution. Small fishing boats are within... (number) miles of me.	
TI	You should navigate with caution. You are drifting towards my set of nets.	
TJ	You should navigate with caution. There are nets with a buoy in this area.	
	There is fishing gear in the direction you are heading (or in direction indicated—Complements Table 3, Chapter 2, Section 10, Page 104).....	NB
TK	Is there fishing gear set up on my course?	
TL	My gear is close to the surface in a direction... (Complements Table 3, Chapter 2, Section 10, Page 104) for a distance of... miles.	

‡ Displaying any of the signals in this section does not relieve vessels from compliance with the International Regulations for Preventing Collisions at Sea 1972.

CHAPTER 2.—GENERAL SIGNAL CODE

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
TM	My gear is well below the surface in a direction... (Complements Table 3, Chapter 2, Section 10, Page 104) for a distance of... miles.	
TN	In what direction, distance, and depth does your fishing gear extend?	
TO	I have a mine in my sweep (or net).	
TP	Fishing gear has fouled my propeller.	
TQ	You have caught my fishing gear.	
TQ 1	It is necessary to haul in fishing gear for disentangling.	
TQ 2	I am clearing the fishing gear.	
TQ 3	You should take measures to recover the fishing gear.	
TS	You should take the following action with your warps:	
TS 1	Veer the port (stern) warp.	
TS 2	Veer the starboard (fore) warp.	
TS 3	Veer both warps.	
TS 4	Stop veering.	
TS 5	Haul the port (stern) warp.	
TS 6	Haul the starboard (fore) warp.	
TS 7	Haul both warps.	
TS 8	Stop hauling.	
TS 9	You may haul your warps; the trawl is clear.	
TU	I have to cut the warps. The trawls are entangled.	
TU 1	Give me your warp. I shall transfer your fishing gear on it.	
TU 2	Your warps are under mine.	
TU 3	Both my warps have parted.	
TU 4	My starboard (fore) warp has parted.	
TU 5	My port (stern) warp has parted.	
TV	Fishing in this area is prohibited.	
TV 1	Trawling in this area is dangerous because there is an obstruction.	
TW	Attention. You are in the vicinity of prohibited fishery limits.	
TX	A fishery protection (or fishery assistance) vessel is in lat... long...	
TY	I request assistance from fishery protection (or fishery assistance) vessel.	
TZ	Can you offer assistance? (Complements Table 2, Chapter 2, Section 10, Page 104).	

SECTION 5.—MISCELLANEOUS

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
PILOT		
(See also Navigating and Steering instructions in Chapter 2, Section 3, Page 73.)		
UA	Pilot will arrive at time indicated.	
UB	You should heave to or anchor until pilot arrives.	
	I have a pilot on board	H
UC	Is a pilot available in this place (or place indicated)?	
	I require a pilot.	G
UE	Where can I get a pilot (for destination indicated if necessary)?	
UF	You should follow pilot boat (or vessel indicated).	
UG	You should steer in my wake.	
	You should follow in my wake (or wake of vessel indicated)	PM
	You should go ahead and lead the course	PM 1
UH	Can you lead me into port?	
UI	Sea is too rough; pilot boat cannot get off to you.	
UJ	Make a starboard lee for the pilot boat.	
UJ 1	Make a port lee for the pilot boat.	
UK	Pilot boat is most likely on bearing... from you.	
UK 1	Have you seen the pilot boat?	
	Is radar pilotage being effected in this port (or port indicated)?	OL

PORT—HARBOR

UL	All vessels should proceed to sea as soon as possible owing to danger in port.	
UM	The harbor (or port indicated) is closed to traffic.	
	You should not proceed out of harbor/anchorage	RZ 1
UN	You may enter the harbor immediately (or at time indicated).	
UN 1	May I enter harbor?	
UN 2	May I leave harbor?	
UO	You must not enter harbor.	
UP	Permission to enter harbor is urgently requested. I have an emergency case.	

CHAPTER 2.—GENERAL SIGNAL CODE

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
	You should proceed into port	RV 2
	Can you lead me into port?	UH
UQ	You should wait outside the harbor (or river mouth).	
UQ 1	You should wait outside the harbor until daylight.	
UR	My estimated time of arrival (at place indicated) is (time indicated).	
UR 1	What is your estimated time of arrival (at place indicated)?	

MISCELLANEOUS

US	Nothing can be done until time indicated.	
US 1	Nothing can be done until daylight.	
US 2	Nothing can be done until tide has risen.	
US 3	Nothing can be done until visibility improves.	
US 4	Nothing can be done until weather moderates.	
US 5	Nothing can be done until draft is lightened.	
US 6	Nothing can be done until tugs have arrived.	
UT	Where are you bound for?	
UT 1	Where are you coming from?	
UU	I am bound for...	
UV	I am coming from...	
*UV 1	I am conducting innocent passage in the territorial sea.	
*UV 2	Your course leads into an area of the territorial sea in which the right of innocent passage is temporarily suspended.	
*UV 3	You should leave the area of the territorial sea in which the right of innocent passage is temporarily suspended.	
*UV 4	You are violating the conditions of innocent passage through the territorial sea (as indicated in the table of complements below). Request you comply with the conditions of innocent passage through the territorial sea.	
*UV 5	I am not violating the conditions of innocent passage through the territorial sea (as indicated in the table of complements below).	
*UV 6	I have ceased violating the conditions of innocent passage through the territorial sea (as indicated in the table of complements below).	
*UV 7	Having disregarded our request for compliance with the conditions of innocent passage through the territorial sea, you are required to leave the territorial sea immediately.	

SECTION 5.—MISCELLANEOUS

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
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***UV 8** I am conducting transit passage through an international Strait.

***UV 9** I am exercising freedom of navigation.

* Signals **UV 1 - UV 9** are not mandatory. Use of these signals is not a precondition to the exercise of the right of innocent passage or freedom of navigation.

Conditions of innocent passage... (Complements 0-9 corresponding to the following table):

- 0 By threatening or using force against our/your sovereignty, territorial integrity, or political independence.
- 1 By exercising or practicing with weapons.
- 2 By engaging in acts aimed at collecting information to the prejudice of our/your defense or security.
- 3 By engaging in acts of propaganda aimed at affecting our/your defense or security.
- 4 By engaging in the launching, landing or taking on board of aircraft or a military device.
- 5 By engaging in the loading or unloading of a commodity, currency or person contrary to the customs, fiscal, immigration or sanitary laws or regulations of our/your country.
- 6 By engaging in willful and serious pollution.
- 7 By engaging in fishing activities.
- 8 By engaging in research or survey activities.
- 9 By engaging in acts aimed at interfering with our/your systems of communication or other facilities or installations.

UW I wish you a pleasant voyage.

UW 1 Thank you very much for your cooperation. I wish you a pleasant voyage.

UW 2 Welcome!

UW 3 Welcome Home!

UX No information available.

I am unable to answer your question

YK

Exercises

UY I am carrying out exercises. Please keep clear of me.

Bunkers

UZ I have bunkers for... (number) hours.

VB Have you sufficient bunkers to reach port?

VC Where is the nearest place at which fuel oil is available?

VC 1 Where is the nearest place at which diesel oil is available?

CHAPTER 2.—GENERAL SIGNAL CODE

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
Bunkers		
VC 2	Where is the nearest place at which coal is available?	
VD	Bunkers are available at place indicated (or lat... long...).	
Fumigation		
VE	I am fumigating my vessel.	
	No one is allowed on board	RS
Identification		
	What is the name or identity signal of your vessel (or station)?	CS
VF	You should hoist your identity signal.	

CHAPTER 2

SECTION 6: METEOROLOGY—WEATHER

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
CLOUDS		
VG	The coverage of low clouds is... (number of octants or eighths of sky covered).	
VH	The estimated height of base of low clouds in hundreds of meters is...	
VI	What is the coverage of low clouds in octants (eighths of sky covered)?	
VI 1	What is the estimated height of base of low clouds in hundreds of meters?	

GALE—STORM—TROPICAL STORM

Gale

VJ	Gale (wind force Beaufort 8-9) is expected from direction indicated (Complements Table 3, Chapter 2, Section 10, Page 104).	
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Storm

VK	Storm (wind force Beaufort 10 or above) is expected from direction indicated (Complements Table 3, Chapter 2, Section 10, Page 104).	
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Tropical Storm

VL	Tropical storm (cyclone, hurricane, typhoon) is approaching. You should take appropriate precautions.	
VM	Tropical storm is centered at... (time indicated) in lat... long... on course... , speed... knots.	
VN	Have you latest information of the tropical storm (near lat... long... if necessary)?	
	Very deep depression is approaching from direction indicated (Complements Table 3, Chapter 2, Section 10, Page 104).	WT
	There are indications of an intense depression forming in lat... long...	WU

ICE—ICEBERGS

Ice

VO	Have you encountered ice?	
VP	What is the character of ice, its development, and the effects on navigation?	
VQ	Character of ice:	
VQ 0	No ice.	
VQ 1	New ice (ice crystals, slush or sludge, pancake ice or ice rind).	
VQ 2	Young fast ice (5-15 cms thick or rotten fast ice).	

CHAPTER 2.—GENERAL SIGNAL CODE

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
	Ice	
VQ 3	Open drift ice (not more than 5/8 of the water surface is covered by ice floes).	
VQ 4	A compressed accumulation of sludge (a compressed mass of sludge or pancake ice, the ice cannot spread).	
VQ 5	Winter fast ice (more than 15 cms in thickness).	
VQ 6	Close drift ice (the area is covered by ice floes to a greater extent than 5/8).	
VQ 7	Very close drift ice on open sea.	
VQ 8	Pressure ice or big, vast, heavy ice floes.	
VQ 9	Shore lead along the coast.	
	No information available	UX
VR	Ice development:	
VR 0	No change.	
VR 1	Ice situation has improved.	
VR 2	Ice situation has deteriorated.	
VR 3	Ice has been broken up.	
VR 4	Ice has opened or drifted away.	
VR 5	New ice has been formed and/or the thickness of the ice has increased.	
VR 6	Ice has been frozen together.	
VR 7	Ice has drifted into the area or has been squeezed together.	
VR 8	Warning of pressure ridges.	
VR 9	Warning of hummocking or ice screwing.	
	No information available	UX
VS	Effects of the ice on navigation:	
VS 0	Unobstructed.	
VS 1	Unobstructed for power-driven vessels built of iron or steel, dangerous for wooden vessels without ice protection.	
VS 2	Difficult for low-powered vessels without the assistance of an icebreaker, dangerous for vessels of weak construction.	
VS 3	Possible without icebreaker only for high-powered vessels of strong construction.	
VS 4	Icebreaker assistance available in case of need.	
VS 5	Proceed in channel without the assistance of icebreaker.	

SECTION 6.—METEOROLOGY—WEATHER

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
Ice		
VS 6	Possible only with the assistance of an icebreaker.	
VS 7	Icebreaker can give assistance only to ships strengthened for navigation in ice.	
VS 8	Temporarily closed for navigation.	
VS 9	Navigation has ceased.	
	No information available.....	UX
VT	Danger of ice accretion on superstructure (for example, black frost).	
VT 1	I am experiencing heavy icing on superstructure.	
VU	I have seen icefield in lat... long...	
VV	Ice patrol ship is not on station.	
VV 1	Ice patrol ship is on station.	
Icebergs		
VW	I have seen icebergs in lat... long...	
VX	I have encountered one or more icebergs or growlers (with or without position and time).	
VY	One or more icebergs or growlers have been reported (with or without position and time).	
VZ	Navigation is dangerous in the area around lat... long... owing to iceberg(s).	
VZ 1	Navigation is dangerous in the area around lat... long... owing to floating ice.	
VZ 2	Navigation is dangerous in the area around lat... long... owing to pack ice.	
ICEBREAKER‡		
*WA	Repeat word or group after...	
*WB	Repeat word or group before...	
WC	I am (or vessel indicated is) fast on ice and require(s) icebreaker assistance.	
WC 1	Icebreaker is being sent to your assistance.	
	I require assistance in the nature of icebreaker.....	CD 9
WD	Icebreaker is not available.	
WD 1	Icebreaker cannot render assistance at present.	

‡ Special single letter signals for use between icebreakers and assisted vessels can be found in Chapter 1, Section 10, Pages 24 and 25.

CHAPTER 2.—GENERAL SIGNAL CODE

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
WE	Navigation channel is being kept open by icebreaker.	
WF	I can give icebreaker support only up to lat... long...	
WG	Open channel or open area is in the direction in which aircraft is flying.	
WH	I can only assist if you will make all efforts to follow.	
WI	At what time will you follow at full speed?	
WJ	The convoy will start at time indicated from here (or from lat... long...).	
WK	You (or vessel indicated) will be number... in convoy.	
WL	Icebreaker is stopping work during darkness.	
*WM	Icebreaker support is now commencing. Use special icebreaker support signals and keep continuous watch for sound, visual, or radiotelephony signals.	
WN	Icebreaker is stopping work for... (number) hours or until more favorable conditions arise.	
WO	Icebreaker support is finished. Proceed to your destination.	
	You should go astern	QL

* Procedural signals.

ATMOSPHERIC PRESSURE—TEMPERATURE

Atmospheric Pressure

WP	Barometer is steady.
WP 1	Barometer is falling rapidly.
WP 2	Barometer is rising rapidly.
WQ	The barometer has fallen... (number) millibars during the past three hours.
WR	The barometer has risen... (number) millibars during the past three hours.
WS	Corrected atmospheric pressure at sea level is... (number) millibars.
WS 1	State corrected atmospheric pressure at sea level in millibars.
WT	Very deep depression is approaching from direction indicated (Complements Table 3, Chapter 2, Section 10, Page 104).
WU	There are indications of an intense depression forming in lat... long...

Temperature

WV	The air temperature is sub-zero (centigrade).
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SECTION 6.—METEOROLOGY—WEATHER

Code

Meaning

*Cross
Reference*

Temperature

WV 1 The air temperature is expected to be sub-zero (centigrade).

SEA—SWELL

Sea

WW What are the sea conditions in your area (or around lat... long...)?

WX The true direction of the sea in tens of degrees is... (number following indicates tens of degrees).

WY The state of the sea is... (Complements 0-9 corresponding to the following table which measures wave height):

0 Calm (glassy)	0m	0 ft
1 Calm (rippled)	0-0.1m	0-1/3 ft
2 Smooth (wavelets)	0.1-0.5m	1/3-1 2/3 ft
3 Slight	0.5-1.2 m	1 2/3-4 ft
4 Moderate	1.25-2.5m	4-8 ft
5 Rough	2.5-4m	8-13 ft
6 Very rough	4-6m	13-20 ft
7 High	6-9m	20-30 ft
8 Very high	9-14m	30-45 ft
9 Phenomenal	over 14m	over 45 ft

WZ What are the forecast sea conditions in my area (or area around lat... long...)?

XA The true direction of the sea in tens of degrees is expected to be... (number following indicates tens of degrees).

XB The state of the sea is expected to be... (Complements 0-9 as in the table above).

Swell

XC What are the swell conditions in your area (or area around lat... long...)?

XD The true direction of the swell in tens of degrees is... (number following indicates tens of degrees).

XE The state of the swell is... (Complements 0-9 corresponding to the following table):

CHAPTER 2.—GENERAL SIGNAL CODE

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
0 No swell.....	} weak—approximate height <2 m (6 ft.)	
1 short or middle.....		
2 Long.....		
3 Short.....	} moderate—approximate height 2-4 m (6-12 ft.)	
4 Middle.....		
5 Long.....		
6 Short.....	} high—approximate height > 4 m (12 ft.)	
7 Middle.....		
8 Long.....		
9 Confused		
XF	What are the forecast swell conditions in my area (or area around lat... long...)?	
XG	The true direction of the swell in tens of degrees is expected to be... (number following indicates tens of degrees).	
XH	The state of the swell is expected to be... (Complements 0-9 as in the table above).	
	Tsunami (phenomenal wave) is expected. You should take appropriate precautions.	ND

VISIBILITY—FOG

XI	Indicate visibility.	
XJ	Visibility is... (number) tenths of nautical miles.	
XK	Visibility is variable between... and... (maximum and minimum in tenths of nautical miles).	
XL	Visibility is decreasing.	
XL 1	Visibility is increasing.	
XL 2	Visibility is variable.	
XM	What is the forecast visibility in my area (or area around lat... long...)?	
XN	Visibility is expected to be... (number) tenths of nautical miles.	
XO	Visibility is expected to decrease.	
XO 1	Visibility is expected to increase.	
XO 2	Visibility is expected to be variable.	
XP	I am (or vessel indicated is) stopped in thick fog.	
XP 1	I am entering zone of restricted visibility.	

SECTION 6.—METEOROLOGY—WEATHER

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
WEATHER—WEATHER FORECAST		
XQ	What weather are you experiencing?	
XR	Weather is good.	
XR 1	Weather is bad.	
XR 2	Weather is moderating.	
XR 3	Weather is deteriorating.	
XS	Weather report is not available.	
XT	Weather expected is bad.	
XT 1	Weather expected is good.	
XT 2	No change is expected in the weather.	
XT 3	What weather is expected?	
XU	You should wait until the weather moderates.	
XU 1	I will wait until the weather moderates.	
XV	Please give weather forecast for my area (or area around lat... long...) in *MAFOR Code.	

* MAFOR is the prefix used to identify an International Coded Weather Forecast for Shipping.

WIND

XW	What is the true direction and force of wind in your area (or area around lat... long...)?
XX	True direction of wind is... (Complements Table 3, Chapter 2, Section 10, Page 104).
XY	Wind force is Beaufort Scale... (numerals 0-12).
XZ	What is the wind doing?
XZ 1	The wind is backing.
XZ 2	The wind is veering.
XZ 3	The wind is increasing.
XZ 4	The wind is squally.
XZ 5	The wind is steady in force.
XZ 6	The wind is moderating.
YA	What wind direction and force is expected in my area (or area around lat... long...)?

CHAPTER 2.—GENERAL SIGNAL CODE

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
YB	True direction of wind is expected to be... (Complements Table 3, Chapter 2, Section 10, Page 104).	
YC	Wind force expected is Beaufort Scale... (numerals 0-12).	
YD	What is the wind expected to do?	
YD 1	The wind is expected to back.	
YD 2	The wind is expected to veer.	
YD 3	The wind is expected to increase.	
YD 4	The wind is expected to become squally.	
YD 5	The wind is expected to remain steady in force.	
YD 6	The wind is expected to moderate.	

CHAPTER 2

SECTION 7: ROUTING OF SHIPS

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
YG	You appear not to be complying with the traffic separation scheme.	
	It is dangerous to proceed on present course	MY 2
	You should proceed with great caution	NE
	You are in a dangerous position	NG

CHAPTER 2

SECTION 8: COMMUNICATIONS

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
ACKNOWLEDGE—ANSWER		
YH	I have received the following from... (name or identity signal of vessel or station).	
YI	I have received the safety signal sent by... (name or identity signal).	
YJ	Have you received the safety signal sent by... (name or identity signal)?	
YK	I am unable to answer your question.	
	Received, or I have received your last signal	R*

* Procedural signal.

CALLING

YL	I will call you again at... hours (on... kHz or MHz).
YM	Who is calling me?

CANCEL

YN	Cancel my last signal/message.	
	My last signal was incorrect. I will repeat it correctly	ZP

COMMUNICATE

	I wish to communicate with you by... (Complements Table 1, Chapter 2, Section 10, Page 104).	K*
	I wish to communicate with you	K
YO	I am going to communicate by... (Complements Table 1, Chapter 2, Section 10, Page 104).	
YP	I wish to communicate with vessel or coast station (identity signal) by... (Complements Table 1, Chapter 2, Section 10, Page 104).	
YQ	I wish to communicate by... (Complements Table 1, Chapter 2, Section 10, Page 104) with vessel bearing... from me.	
YR	Can you communicate by... (Complements Table 1, Chapter 2, Section 10, Page 104)?	
YS	I am unable to communicate... (Complements Table 1, Chapter 2, Section 10, Page 104).	
YT	I cannot read your... (Complements Table 1, Chapter 2, Section 10, Page 104).	
**YU	I am going to communicate with your station by means of the International Code of Signals.	
**YV	The groups which follow are from the International Code of Signals.	
YV 1	The groups which follow are from the local code.	

SECTION 8.—COMMUNICATIONS

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
YW	I wish to communicate by radiotelegraphy on frequency indicated.	
YX	I wish to communicate by radiotelephony on frequency indicated.	
YY	I wish to communicate by VHF radiotelephony on channel indicated.	
YZ	The words which follow are in plain language.	
ZA	I wish to communicate with you in... (language indicated by following complements).	
ZA 0	Dutch	
ZA 1	English	
ZA 2	French	
ZA 3	German	
ZA 4	Greek	
ZA 5	Italian	
ZA 6	Japanese	
ZA 7	Norwegian	
ZA 8	Russian	
ZA 9	Spanish	
ZB	I can communicate with you in language indicated (complements as above).	
ZC	Can you communicate with me in language indicated (complements as above)?	
ZD	Please communicate the following to all shipping in the vicinity.	
ZD 1	Please report me to Coast Guard New York.	
ZD 2	Please report me to Lloyd's London.	
ZD 3	Please report me to Minmorflot Moscow.	
ZD 4	Please report me to MSA Tokyo.	
ZE	You should come within visual signal distance.	
	You should keep within visual signal distance from me (or vessel indicated).	PR 2
	I have established communications with the aircraft in distress on 2182 kHz	BC
	Can you communicate with the aircraft?	BC 1
	I have established communications with the aircraft in distress on... kHz	BD
	I have established communications with the aircraft in distress on... MHz	BE

* With one numeral.

** The abbreviation INTERCO may also be used to mean: "International Code group(s) follow(s)".

CHAPTER 2.—GENERAL SIGNAL CODE

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
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EXERCISE

ZF	I wish to exercise signals with you by... (Complements Table 1, Chapter 2, Section 10, Page 104).
ZG	It is not convenient to exercise signals.
ZH	Exercise had been completed.

RECEPTION—TRANSMISSION

ZI	I can receive but not transmit by... (Complements Table 1, Chapter 2, Section 10, Page 104).	
ZJ	I can transmit but not receive by... (Complements Table 1, Chapter 2, Section 10, Page 104).	
ZK	I cannot distinguish your signal. Please repeat it by... (Complements Table 1, Chapter 2, Section 10, Page 104).	
ZL	Your signal has been received but not understood.	
	I cannot read your... (Complements Table 1, Chapter 2, Section 10, Page 104).	YT
ZM	You should send (or speak) more slowly.	
ZM 1	Shall I send (or speak) more slowly?	
ZN	You should send each word or group twice.	
ZO	You should stop sending.	
ZO 1	Shall I stop sending?	

REPEAT

ZP	My last signal was incorrect. I will repeat it correctly.
ZQ	Your signal appears incorrectly coded. You should check and repeat the whole.
ZR	Repeat the signal now being made to me by vessel (or coast station)... (name or identity signal).

CHAPTER 2

SECTION 9: INTERNATIONAL HEALTH REGULATIONS

<i>Code</i>	<i>Meaning</i>	<i>Cross Reference</i>
PRATIQUE MESSAGES		
ZS	My vessel is “healthy” and I request free pratique	Q
	*I require health clearance	QQ
ZT	My Maritime Declaration of Health has negative answers to the six Health Questions.	
ZU	My Maritime Declaration of Health has a positive answer to Health Question(s)... (Health Questions are indicated by complements 1-6).	
ZV	I believe I have been in an infected area during the last thirty days.	
ZW	I require Port Medical Officer.	
ZW 1	Port Medical Officer will be available at (time indicated).	
ZX	You should make the appropriate pratique signal.	
ZY	You have pratique.	
ZZ	You should proceed to anchorage for health clearance (at place indicated).	
ZZ 1	Where is the anchorage for health clearance?	
	I have a doctor on board.	AL
	Have you a doctor?.	AM

* By night a red light over a white light may be shown, where it can best be seen, by vessels requiring health clearance. These lights should only be about 6 feet apart, should be exhibited within the precincts of a port and should be visible all around the horizon as nearly as possible.

CHAPTER 2

SECTION 10: TABLES OF COMPLEMENTS

Table 1

1. Morse signaling by hand flags or arms
2. Loud hailer (megaphone)
3. Morse signaling lamp
4. Sound signals

Table 2

0. Water
1. Provisions
2. Fuel
3. Pumping equipment
4. Firefighting appliances
5. Medical assistance
6. Towing
7. Survival craft
8. Vessel to stand by
9. Icebreaker

Table 3

0. Direction unknown (or calm)
1. Northeast
2. East
3. Southeast
4. South
5. Southwest
6. West
7. Northwest
8. North
9. All directions (or confused or variable)