

**PART III**  
**COMMUNICATIONS – SIGNALS**

**CHAPTER XI**

**SIGNALS**

**Art.92 - Visual Signals:**

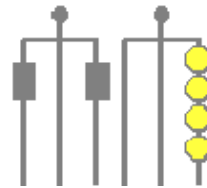
- A. Signals displayed on station signal masts to vessels** (See P. 1 - 3)
- B. Special signals used by vessels in Ports and in the Canal** (See P. 4-6)
- C. Signals used by dredgers** (See P. 6 - 10)

- 1- **Dredgers working underway** (See P. 6 - 8)
- 2- **Stationary dredgers and floating equipment** (See P. 8- 10)
- 3- **Appendix** ( See P. 10 )

**A - Signals displayed on station signal masts to vessels:**

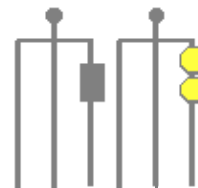
**Signal No. 1 : Stand by to proceed**

- (a) **Hoisted on Kabrit, Deversoir and Ras El Ech:**  
"Stand by to Proceed on signal No. 2".
- (b) **Hoisted on Ballah and repeated on El Ferdan :**  
"Southbound vessels made fast in Ballah West Branch, Stand by to Proceed".
- (c) **Hoisted on Ballah and repeated on El Kantara:**  
"Northbound vessels made fast in Ballah West Branch, Stand by to Proceed".
- (d) **Hoisted on Km. 3 East branch of Port Said :**  
"Southbound vessels using Port Said East Branch, Stand by to Proceed".



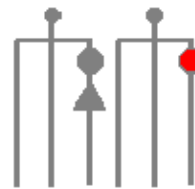
**Signal No. 2: Proceed**

- (a) **Hoisted on Port Tewfik, Kabrit, Deversoir and Ras El Ech :**"Proceed"
- (b) **Hoisted on Ballah and repeated on El Ferdan :**  
"Southbound vessels made fast in Ballah West Branch, Proceed".
- (c) **Hoisted on Ballah and repeated on El Kantara :**  
"Northbound vessels made fast in Ballah West Branch, Proceed".
- (d) **Hoisted on Km. 3 East branch:**  
"Southbound vessels using Port Said East branch, Proceed".
- (e) **Absence of Signal No. 2** "Stay at anchor or made fast and keep continuous W/T watch".



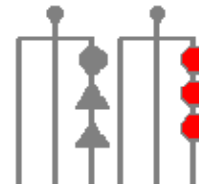
### Signal No. 3: Stand by to make fast

Hoisted at Km. 18 mast : "Southbound vessels made fast in West branch Km. 4 to 14 and Northbound vessels already passed Tineh station, Stand by to make fast".



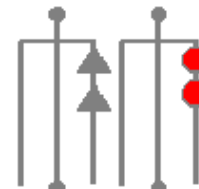
### Signal No. 4: Make fast

Hoisted at Km. 18 mast : "Southbound vessels in Port Said East or West by-pass and Northbound vessels already passed Tineh station, MAKE FAST".



### Signal No. 5: Attention

"Southbound & Northbound vessels stand by to make fast or maneuver. Keep W/T watch immediately".



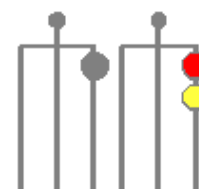
### Signal No. 6: Immediate stopping

"Southbound & Northbound vessels make fast immediately". Vessels may proceed when signal is lowered or switched off.



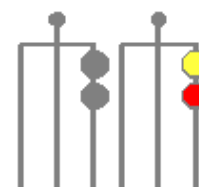
### Signal No. 7: Make fast (vessels from North)

"Vessels from North : Make Fast". (to be lowered or switched off when all concerned vessels are made fast).



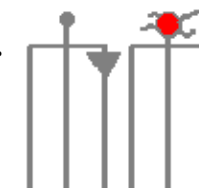
### Signal No. 8: Make fast (vessels from South)

"Vessels from South : Make Fast". (to be lowered or switched off when all concerned vessels are made fast).



### Signal No. 9: Proceed (vessels from North)

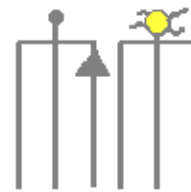
"Vessels from North made fast on Signal No. 7, Proceed". (Southbound vessels made fast in Port Said West branch and in Ballah West branch to Proceed or, signal No. 2).



### Signal No. 10: Proceed (vessels from South)

"Vessels from South made fast on Signal No. 8, Proceed".

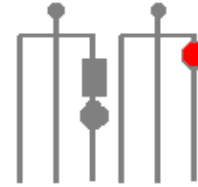
(Northbound vessels made fast in Ballah West branch to Proceed on signal No. 2).



### Signal No. 11: Current signal

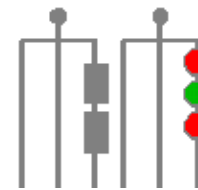
Current indication signal. Hoisted on Challoufa and Genefa Signal masts : "Current Running NORTH"

Absence of signal : "Current is Running SOUTH or Slack Water".



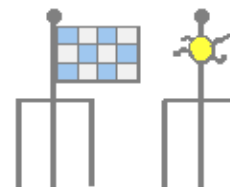
### Signal No. 12: Port closed

"Suez Roads closed for bad weather".



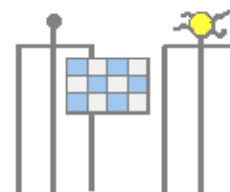
### Signal No 13: W/T watch (vessels from North)

"Vessels from North establish Wireless Telegraphy Watch".



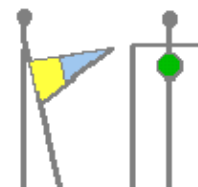
### Signal No 14: W/T watch (vessels from South)

"Vessels from South establish Wireless Telegraphy Watch". Signals No. 13 & 14 can be used at the same time addressing both convoys from North and South



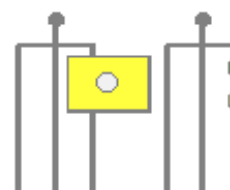
### Signal No. 15: Passage authorization (Ferry Boats)

"Ferry Boat not allowed to move"  
(By night : Light on wharf).



### Signal No. 16: Isolated signal station

"This signal station is isolated.  
All communications are made by Wireless Telegraphy".

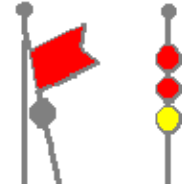


**B - Special signals used by vessels in Ports and in the Canal :**

**Signal No. 1: Oil tanker carrying bulk petroleum flash point between 73° and 150° F.**

Oil tanker carrying bulk petroleum :

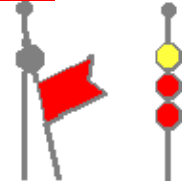
(Flash point between 73° and 150°F.)



**Signal No. 2: Vessels carrying explosives - vessels N.G.F.**

Vessels carrying 1st group dangerous goods N.G.F. tankers.

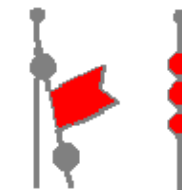
LPG-LNG- Dangerous chemicals in bulk.



**Signal No. 3: Vessels carrying bulk petroleum**

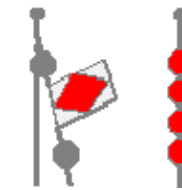
**flash point under 73°F.**

Petroleum in bulk: (Flash point below 73° F.)



**Signal No. 4: Vessels carrying radioactive substances**

Vessels carrying radioactive substances

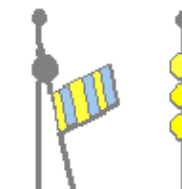


**Signal No. 5: I require a pilot**

I require a pilot

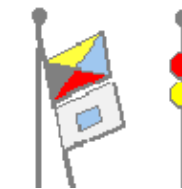
N.B.: a) From Port to Sea or changing berth, signal to be hoisted half an hour before sailing time.

b) For the Canal at least 2 hours before the 1st Vessel is expected to enter the Canal.



**Signal No. 6: I require Free Pratique**

I require Free Pratique  
(only in port)



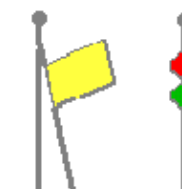
**Signal No. 7: Coming from infected port**

My vessel is coming from an infected port  
(only in port)



**Signal No. 8: Under Quarantine.**

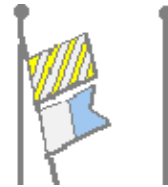
My vessel is under Quarantine.



### Signal No. 9: Tug required (in ports)

I require a tug (followed by a numeral pendant to indicate the number of tugs required).

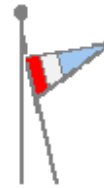
**By night** : A long blast on the whistle and letters "YA" flashed by Morse Lamp several times, (only in port).



### Signal No. 10: Mooring boats

I have no mooring boats.

**By night**: numeral 3 flashed by Morse lamp several times. (Only in port).



### Signal No. 11: Searchlight

I have no shore searchlight.

**By night** : numeral 4 flashed by Morse lamp several times. (Signals 10 & 11 can be used in one hoist if vessel has no mooring boats and searchlight).



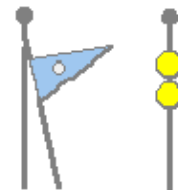
### Signal No. 12: Last in convoy

Last Vessel in the convoy.

**Signal No. 13: Making fast** When signal No. 13, 14, & 15 are hoisted, vessels are not authorized to overtake or cross until vessel is securely made fast and signal No. 16 ( G.V. ) hoisted.

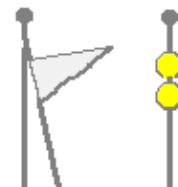
**The Vessel is making fast:**

**N.B.:** *In the Canal when made fast, the 2 white lights are extinguished and a red light put on aft all the time the vessel is moored until actually underway.*



### Signal No. 13-bis: Doubling in G.B.L.

Vessels doubling in G.B.L. : (Numeral pendant indicating new turn of vessel)



### Signal No. 14: Vessel maneuvering to sea

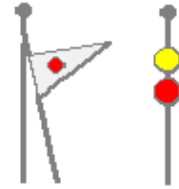
The vessel is maneuvering to get underway to Sea.

(When signal No. 13, 14, & 15 are hoisted, vessels are not authorized to overtake or cross until vessel is securely made fast and signal No. 16 (G.V.) Hoisted )



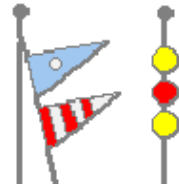
## Signal No. 15: Vessel maneuvering to Canal

The vessel is manoeuvring to get underway to Canal.  
(When signal No. 13, 14, & 15 are hoisted, vessels are not authorized to overtake or cross until vessel is securely made fast and signal No. 16 (G.V.) Hoisted )



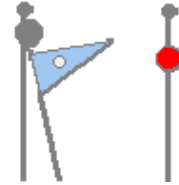
## Signal No. 16: Voluntary stopping (G. V.)

Voluntary Stopping (G.V.) "Garage Volontaire".  
Vessel is not ready and will not maintain her turn in the convoy.  
If hoisted by a vessel in the Canal: "I am securely made fast and can be crossed or doubled by other vessels in the convoy".

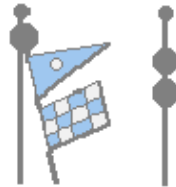


## Signal No. 17: Aground

"Passage clear for tugs".



"Passage not clear for tugs"



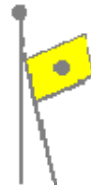
## Signal No. 18: I have a pilot:

- a) I have a Pilot on board.
- b) Leaving Port Said & Port of Suez:  
I have a pilot to disembark.



## Signal No. 19: My vessel is isolated

I have no means of communication.



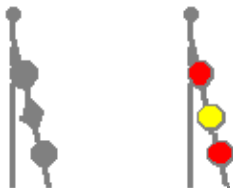
## C - SIGNALS USED BY DREDGERS IN CANAL WATERS

### (1) DREDGERS WORKING UNDERWAY

#### Signal No. 1: Dredgers underway

By Day

By Night



N.B.- In Lieu of the white masthead light.

International Signal

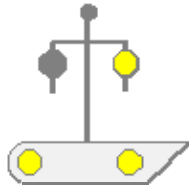
I am dredging underway and cannot get out of the way

## Signal No. 2: Passage clear on side shown

By Day



By Night



**By Night:**

A white light at the yard arm on which the passage is clear.

A red light at the yard arm on which the passage is not clear. Two white lights along the bulwark where passage is clear.

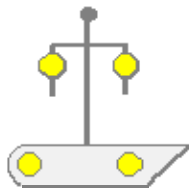
By Day: A drum at the yard arm on the side on which the passage is clear.

## Signal No. 3: Passage is clear on both sides

By Day



By Night



**By Night:**

A white light at both yard arms and two white lights along the bulwark both sides.

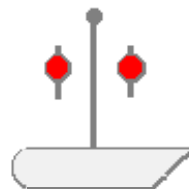
By Day : A drum at both yard arms

## Signal No. 4: Passing not allowed on either side

By Day



By Night



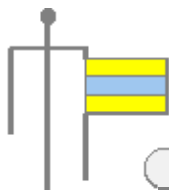
**By Night :**

A red light at both yard arms.

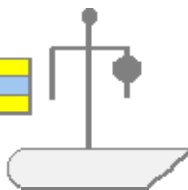
By Day : Two drums one over the other at the yard arm.

## Signal No. 5: I am going about

By Day



By Night



**By Night :**

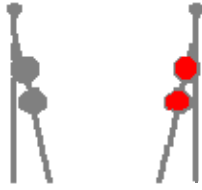
A red light shown at the yard arm on the side to which she is turning. Signal IP by Morse lamp.

By Day : Flag D hoisted at the yard arm on the side to which she is turning.

## Signal No. 6: I am not under command

By Day

By Night



International Signal

This signal may be hoisted together with the International signal K (sound & visual) meaning: "STOP IMMEDIATELY".

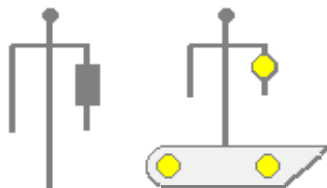
## (2) STATIONERY DREDGERS, FLOATING CRANES, ETC.

### Signal No. 1: Passaging is clear on side shown

(I am at work or moored).

By Day

By Night



By Night:

A white light at the yard arm on the side on which the passage is clear.

Two white lights along the bulwark on the side on which the passage is clear.

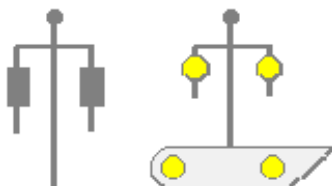
By Day: A drum at the yard arm on the side on which the passage is clear

### Signal No. 2: Passage clear on both sides

(I am at work).

By Day

By Night



By Night :

A white light at both hyard arms. Two white lights along the bulwark on both sides.

By Day: A drum at both drum yards



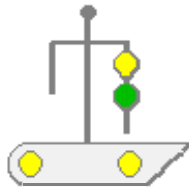
### Signal No. 3(\*) (\*\*): Passage clear on side shown

Passage is clear on the side shown but only to proceed at the lowest possible speed.

By Day



By Night



By Night :

A white light over a green light on the side on which the passage is clear.

Two white lights along the bulwark on the side on which the passage is clear.

**By Day:** A red flag at the masthead. A drum at the yard arm on the side on which the passage is clear

(\*) This signal is also used by "Warehouse" string of barges.

(\*\*) The International Signal TE may also be hoisted. In this case the decrease of speed is imperative.

By night the imperative decrease of speed is shown on the Pilot's boarding order.

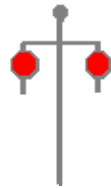
### Signal No. 4: Passing not allowed on either side

Passing not allowed on either side

By Day



By Night



By Night :

A red light at both yard arms

**By Day:** Two drums one over the other at the yard arm.

### Signal No. 5: Passing not allowed :maneuvering to clear passage

Passing not allowed . I am maneuvering to make fast to clear the Passage.

By Day



By Night



By Night :

A red light at the masthead. A red light at both yard arms.

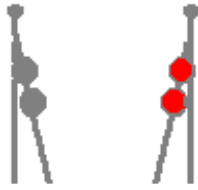
**By Day:** A red flag at the masthead & 2 drums one over the other at the yard arm.

**Signal No. 6 (\*) : I am not under command - passing not allowed**

**Passing not allowed. I have a breakdown & cannot get out of the way.**

By Day

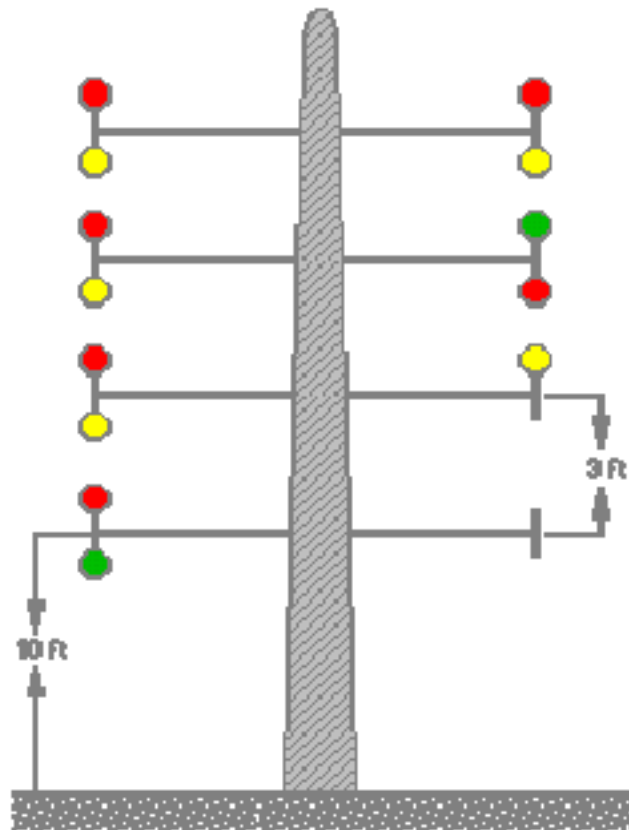
By Night



**International Signal**

(\*)This signal may be hoisted together with the International Signal "K" ( Sound & visual ) : "Stop Immediately."

**APPENDIX**



**SIGNAL LIGHTS REQUIRED FOR VESSELS**

**TRANSITING THE CANAL**

**NOTE: When made fast in the Canal, a R. Light in lieu of the stern light.**