

外務省

40

海軍省

條約課

①

昭和四年三月廿五日 海軍省 接收

官房第四〇四二

昭和四年十二月二十日

海軍次官 山梨 勝之進

遞信次官 今井 田清 德助

外務次官 吉田 茂 殿



萬國船舶信號書改訂會議ニ關スル件通牒

首題ノ件ニ關シ前田委員ヨリ別紙寫ノ通牒有之候條及通牒候

(別紙寫一葉添)

(終)

(分類 B10.8.0.5)
302.1K

別紙

海軍

四一―二一 一四后〇一六
一五前七一二〇

倫敦發
海軍省着
前田 大佐

海軍次官

本會議第三期作業略豫定ノ通進抄シ英國發信書說話新語ノ部則チ一般用語及専門用語ノ信文ノ審議ヲ了リシモ所謂不共通語整理ノ難作業ヲ殘シ本月十五日ヨリ明年三月十七日迄休會スルコトナレリ
既ニ報告セシ通右休會期間ヲ第四期トシ不共通語句ノ研究ヲ重ネタル上第二期中ニ作製セル一般用語ノミノ假發信書ニ今期審議済ノ専門用語句約八千三百ヲ合併シタル上更ニ配列ヲ變更セル自國用假發信書ノ編纂ヲ行フ外第五期ニ於テ審議スベキ資料ノ調査ヲ行フ豫定ナリ私逸及諾威委員ハ一旦本國ニ歸リ政府ノ助力ヲ得ルコトトシ其ノ他ノ各國委員ハ總テ當地ニ止マリテ極力作業ヲ遂行スル事トナレリ
遞信外務兩省ヘ傳ヘラレ度

十四日

382.1K
(B10.8.0.5)

外務省

52

船舶信務書改訂會議

返 昨年九月十四日次官宛電報後情況ニ格段ニ変化ナク尚急速ニ終了時期ヲ確定シ難キニ付本日次官宛電報ノ通豫算計上方可然取計ラレタシ

軍務局長

五、一、二二、八七、〇、一、
四、五、二〇

marconi 倫敦 著發 (七五五)

信務會議委員

382.1K
(B10.8.0.5)

外務省

51

船舶信務書改訂會議

本會議明年度豫算ハ本年十月末迄當地滞在ノコトトシ要求アリ度通信、外務兩者ハ傳ヘラレ度

海軍次官

在英前田大佐

五、一、二二、八七、〇、一、
三、三、四、五、〇

marconi 倫敦 著發 (七五四)

53

海務省

(分類 B10.8.0.5)

五、一、三三〇、一、〇、二〇、二〇、六〇

倫敦發着 (八五五) Marconi 信聯會議々員

海軍次官

左記、通遞信省ニ請訓セルニ付御了知ヲ乞フ

ワシントン無線電信會議、精神一復命書一八九頁記載ニ從ヒ新信聯書信號規定ニ船舶及國旗、信聯符字ガ無線電信呼出符號ト同一ナルモノトシテ信號法ヲ規定スル議アリ各國委員ハ之ニ

贊成シ居ル大勢ナリ御異存、有無田訓、乃御取計ヒヲ乞フ
三十日

新信聯書規定符號表

外務省

50

條約局

(分類: 910.510.5)

382.1c

徴政局

第二課長

官房第三二九號

昭和五年一月三十一日

海軍次官 山梨 勝之進

逓信次官 今井田 清徳

外務次官 吉田 茂

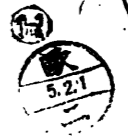
倫敦信託會議ニ關スル件通知

別紙寫ノ通在英前田當該首席委員ヨリ電報有之候條及通知候

(別紙二葉添)

(終)

昭和五年一月廿一日 海軍 接受



B-1 3 6 7

0163

別紙

五、一、二七
二八〇三、四五〇

marconi 倫敦發
著(七五五)

信務會議委員

軍務局長

返、昨年九月十四日次官宛電報後情況ニ格段、変化ナク尚急速ニ終了時期ヲ確定シ難キニ付本日次官宛電報、通豫算計上方可然取計ラレタシ

海軍

五、一、二七
二八〇三、四五〇
倫敦發
著(七五四)

在英前田大佐

海軍次官

本會議明年度豫算ハ本年十月末迄當地滞在ノコトトシ要求アリ度

外務省通信局長殿 二月二十日

條約局

電信第五二号

昭和五年壹月參拾壹日

前田萬國船舶信號書改訂會議委員

海軍省軍務局長殿
遞信省管船局長殿
外務省條約局長殿

萬國船舶信號書改訂會議事録ノ件送付

客年十月中旬休會直前、總會議事録并該譯文送付ニ及ビ候該議事録中ノ議長陳述事項ニ関シテハ九記、通御了知ヲ得度候

記

海軍

一 議了濟ノ語句數別紙第一ノ如シ

二 無線電信篇ニ使用スヘキ符字群ヲ制定スル方法並ニ電信誤字檢出表ハ別紙第二ノ如シ別紙第三ハ海軍省軍務局ノ送付ルキ要スル南南電カドモ但シ誤字檢出表ハ完結セルモノアラズ單ニ部離形ヲ示スモノナリ

三 動詞介料會ニ於テ議了セル分ニツキテハ既ニ文書ニ依リ入手シ居ルモ其ノ内容頗ル複雑ニシテ今尙當方ニ於テ研究中ナリ完了ノ上追テ送付スヘシ

本介料會ノ作業ハ未ダ結了ニ至ラス今後更ニ助動詞ニ就テ審議スル豫定ナリ

四 郵便旗ハ未ダ信文ヲ與ヘラレザル一旗(H.K.T.Y)信號中ヨリ選定スル意思細番嚮ニシテ多分「Y」旗ト

401310.5.033
382,1K

B-1 3 6 7

0165

英海軍全書十三行野紙

ナル模様ナリ

五、英國信號書案ハ一月末ニハ完成スル筈ナリシモ未ダ
入手セズ

六、信號規程ハ別紙第三ノ通修正セラレタリ、目下當方
ニ於テ翻譯中ニシテ充分研究ヲ重ネタル上送付
スヘシ

(終)

海軍

B-1 3 6 7

0155

萬國船舶信號書改訂會議々事録

(一九二九年十一月十二日)

出席者九ノ如シ

議長

英國商務院政務次官
ダグラス・アル・スミス
下院議員

副議長

イーダグリス・トラヴィス

幹事兼副議長代理

英國海軍主計中佐
ダグリス・イー・エック・ジョーリー

佛國委員

海軍少佐
エック・ベル・デフォージ

獨國委員

同
エック・キテルレン

伊國委員

大使館附武官輔佐官
フェランテ・キャポニ

日本委員

海軍大佐
前田政一

同

地方海員審判所審判官
兼通信局技師
高橋 功

同

海軍中佐
尾崎主 禎

同

同
妹尾知之

同

海軍主計少佐
桑原秀 雄

諾國委員

海軍中佐
パー・アスキム

西國委員

海軍少佐
イー・ガーシア・ラミレス

同

海軍大尉
アルヴァロ・デ・ウルサイス

米國委員

大使館附武官輔佐官
海軍少佐
ホワード・イー・キングマン

(一) 次テ議長ハ次ノ如ク述ヘタリ

本期作業ノ終了ニ際シ茲ニ作業ノ經過並將來ノ作業ニ
関シ概説スルモ敢テ徒事ナラズト信ス而シテ最初本職
ハ稍無理ナラスヤト思ハレシ本期作業計画ノ斯ク實施
完了セラレシコトニ就キ諸君ニ祝意ヲ表セントス既ニ審議
ヲ了セル語句ニ関シテハ其ノ詳細ナル数字ヲ具セル回覽書ヲ

發表スル豫定ナリ是等ノ語句ハ英國用無線電信篇ヲ完成スルモノニシテ残レルハ唯經緯度、度数(零度乃至三五九度)、數字、速力及日時ニ關スル諸表ノミナリ。諸君ハ又無線電信篇ニ使用スヘキ符字群ヲ制定スルノ方式、茲ニ電信誤字檢出表ヲモ決定シタリ

- (二) 本期作業計畫ハ二個ノ分科委員會ノ助力ニ依リ今日ノ完成ヲ見ルヲ得タリ。而シテ其ノ一ナル動詞分科委員會ハ最初非常ナル障壁ト思考セツレシモノヲ全ク排除シ得タルモノト認メラル本職ハ茲ニ同分科委員會ノ成果ニ對シ謝意ヲ表スルト同時ニ右成果ノ關係各國政府ノ容ルル所ト成ランコトヲ希望ス
- (三) 本職ハ次ノ三件ヲ當委員會以外ノ關係官憲ニ通知スルノ必要アリト認ム。

(イ) 曩ニ國際郵便聯合會議ヨリ、船舶カ郵便物ヲ搭載シ居レルコトヲ表示スルコトノ特殊ノ旗ヲ制定サシキ旨當委員會ニ對シ依頼アリタルカ之ニ對シ次ノ如ク回答スルコト

船舶ニ對シ斯ル目的ヲ有スル特殊ノ旗ヲ備ヘンコトヲ要求スルハ實情ニ適ストモ思ハレス又望マシトモ思ハレス。但シ海上ニ於ケル船舶ニ生命ノ安全ニ關スル信號ニ用フルノ必要生ゼサル限現在ノ信號旗ノ一ヲ我郵便物ヲ搭載シ居レリノ意味ニ用ヒントス

(ロ) ベルン常設無線總局ニ對シ無線電信篇ニ使用セントスル總テノ符字群ヲ通知スルト同時ニ同局ニ對シ之ヲ關係諸國ニ通知シ是等符字群カ航空機ノ登錄記號又ハ呼出符號トシテ使用セラルルヲ防止スル様依



頼スルコト。

(ハ) 伊國委員ニ對シ次ノ如ク伊國政府ニ通知スル様依頼スルコト。

當委員會ハ潜水艦ニ附添フ軍艦又ハ船舶ノ使用ニ供スル爲特殊ノ旗ヲ制定スルノ權能アリト認メサルト同時ニ本件ハ關係諸國海軍省間ニ於テ審議セラレヘキモノナリト認ム但シ當委員會ハ國際信號書中ニ「此ノ附近ニ作業中ノ潜水艦アリ航行ニ深甚ノ注意ヲ要スト」ノ意味ヲ有スルニ旗信號ヲ設ケ以テ軍艦又ハ商船ノ使用ニ供セントス

(四) 次將來ノ作業ニ言及センニ本職ハ本委員會ノ總會ヲ來十二月十四日より休會シ來年三月十七日ヲ以テ開會セントヲ提議ス此ノ期間ニ於テ各國委員ハ各自國發

三

信書ヲ準備スルニ十分ノ時間ヲ得ヘシ而シテ是等發信書ニ要スル追加語句又ハ從來ノ審議ニ於テ「不共通」トセラレタル語句ヲ議題ニ上スニ當リテハ同一語句カ各國ヨリ提案セラレ重複審議セラルコトナキ様切望ス此ノ爲ニ同一語系ニ屬スル諸國委員カ提案作成上十分ニ協力セラレントヲ望ム

(五) 獨諾兩國委員ハ其ノ發信書作成上各政府當局ト協議スルタメ飯國シ其ノ間必要ニ應シ會合セラルコト、四維興語系諸國米國駐日本委員ハ倫敦ニ留マリテ其ノ作業ヲ繼續シ又日本委員ハ英國發信書中ニ於ケル意味限定用語ノ改訂茲若干ノ不共通語句ノ翻譯ニ關シ英國委員ニ助カヲ與ヘラルコトト本職ハ了解ス

(六) 英國信號書安ホハ總テノ必要ナル改訂ヲ行ヒ「クリスマス

直後ニ之ヲ脱稿シ明年一月末ニハ各國委員ノ回覧ニ附シ
得キ見込ナリ其ノ間自然些細ナル変更ヲ行フノ必要生ス
ヘク之ニ関スル修正表削除表等ハ必要ニ應シ隨時配布ス
ルコトト成ルヘシ

右信號書中視覚信號篇ニ採用スルヲ適當ナリト
思考セラルル語句ニ對シテハ夫々「旗」「二旗」「三旗」等ノ
記號ヲ附シ置ク豫定ナリ

(七) 尚ホ信號書ノ序言玆使用規程ヲ起案スルノ必要アリ
其ノ骨子ハ追テ諸君ノ回覧ニ附セラルヘシ本職ノ了解ス
ル所ニ拠レハ此ノ作業ハ委員數氏ノ分擔ニ屬シ就中米
國委員キングマン少佐ハ此ノ作業中ノ最難点即信號書
ニ関スル説明使用規程及各國語ニ翻譯上遭遇スハ既ニ
解決セシ各種ノ困難ニ関スル記述ノ負擔ヲ承諾セラレ

タリ

四

(八) 英國政府本来ノ意志ハ英國信號書中ニ於ケル符字
群ノ配列ハ一定ノ順序ニ拠ラス從テ別ニ符字群ヲアルフ
アベツト文字ノ順序ニ配列セル受信書ヲ準備スルニ在リ
タリ然ルニ本職ノ了解スル所ニ拠レハ斯クスルコトハ受信書
中ニ自國語ト俱ニ英語ヲ印刷セントスル諸外國ニ對シ
不便ヲ興フ若シ英國發信書ニ於テ符字群ヲ一一定
ノ順序ニ拠ラサル最初ノ意志ヲ捨テ——文字順序ニ配
列セハ是等諸國受信書ハ要スレハ英語發信書トシテモ使
用シ得ヘシ

英國政府ハ本件ニ関シ最モ早キ時機ニ於テ考慮ヲ加
フル豫定ナリ

(九) 視覚信號規程ノ翻譯玆審査ニ便ナラシムルノ諸君



ノ審議ヲ經クル修正ヲ加味シテ印刷ニ着手セントス。
本職、認ル所ニテハ右ノ修正ハ時刻信號法信號符字ノ
定義、視覚柱モールス音響信號ニ拠ル經線儀比較法
等ニ關スル事項ヲ除キテハ單ニ字句修正ノ程度ニ過キス
前述ノ諸項目ハ後日更ニ審議シ以テ決定ニ達スルヲ適
當ナリト認ム又關係方位ノ件ニ關シテモ若干修正ノ必要
アルモノ如シ

(一) 議長ハ右ノ如ク陳述ヲ了リタル後委員ヨリ發言ヲ求メ
ルニ日本委員ヨリ視覚信號規程修正案ノ印刷配布セ
ラルル時機ニ就キ質問アリ議長ハ明年一月中ニ配布シキ
希望ナル旨答辨アリタリ

(二) 次テ獨國委員ハ明年三月十七日迄ニ全準備作業ヲ獨國
ニ於テ完成スルコトニ就テハ懸念ヲ有スル旨陳述アリ之ニ對シ
議長ハ今後處理ヲ要スル作業ノ分量如何ニシテキカニ就テ
ハ十分了解シ居レルモ英國政府トシテハ一九三〇年七月末迄
ニ當委員會ノ作業ヲ完了シタリ切望シ居レルカ故ニ獨
國委員ニ於テモ右三月十七日迄ニ倫敦ニ皈着シ以テ函除
各國委員ノ作業ヲ遲滞セシラレサル様努力アリタリ旨
答辨アリタリ

(三) 右ヲ以テ當日ノ總會ハ解散セリ

一九二九年十二月十二日

幹事、ダブリュ、イー、エツチ、ジョーリー
(署名)



條約局

55

和信 聯合 裁

昭和五年四月廿八日 接受

五二一九〇五六三〇

ロンドン 着 (五一五)

在英信 聯合 會議 委員

外務省

軍務局 第二課長

逕信有海員課長宛次ノ通り 督信セリ 御

参考迄

一月三十日 次官宛 請求ノ符字 信 辨ト 毎

線 呼出 符 辨 ト 一 致 セ シ ム ル 件 ニ 關 ス ル 回 訓

方 至 急 取 計 ラ ハ レ 度 シ 當 地 ニ 於 ケ ル 各 國 海

員 ハ 何 レ モ 賛 成 シ 我 國 モ 之 ニ 順 應 セ ガ ル ベ カ

ラ ガ ル 状 況 ニ ア リ シ フ 以 テ 信 辨 規 定 修 正 案

ニ 一 應 同 意 ス 居 ル 次 第 ナ リ 御 合 ア リ 度 シ

十九日

分類 B10.5.0.5

2. The completion of this programme has been made possible by the assistance given by the two Sub-Committees, and one of them - the Verbs Sub-Committee - seems to have overcome, what appeared at the start, a considerable stumbling-block. I should like to tender my thanks and congratulations to that Sub-Committee on the result of their work, and hope your governments will find it acceptable.

3. There are three points which I think require to be communicated to authorities outside this committee.

(i) To reply to the request put forward by the Postal Union Congress for the institution of a special flag to indicate that a ship is carrying mails, that it is not thought practicable, or desirable, that ships should be asked to carry a special flag for this purpose; but that, if not required for signals concerning the safety of ships or life at sea, one of the existing signal flags will be allotted to the meaning "I am carrying mails".

(ii) To transit to the Radiotelegraph Bureau at Berne a complete list of the code groups which will be used in the Radio Volume, and request them to be so good as to communicate with the various countries concerned, with a view to preventing the use of these groups as the registration marks or call signs for aircraft.

(iii) To ask the Delegate for Italy to inform his government that this Committee does not consider itself competent to institute a special flag for the use of men-of-war or other ships attending submarines, but that the Committee considers that this is a matter for discussion among the various Admiralties concerned. They will, however, include in the Code a two-flag signal signifying "Submarines are exercising in this vicinity, you should navigate with great caution" for use by men-of-war or merchant vessels.

4. Now as regards the future: I suggest that the full committee meetings be discontinued from 14th December until, approximately, 17th March. This should allow delegates sufficient time for the preparation of their National Codes. It is most desirable that the additional words and phrases and the "Not Common" words and phrases, which are required for these National Codes, should be presented in such a form that duplication of discussion in committee will be avoided. For this purpose I hope the language-groups will co-operate very fully in putting forward their suggestions.

5. I gather that it is necessary for the German and Norwegian Delegates to return to their own countries to consult their governments on their National Codes and that they will meet one another as requisite. The Latin, U.S., and Japanese Delegates will carry on with this work in London, and the latter will assist in revising the qualifications and the translations of some of the English "Not Common" words.

6. A revised version of the British Code in its final form will be prepared immediately after Christmas, and should be ready for circulation to delegates about the end of January 1930. Minor alterations will undoubtedly suggest themselves, and lists of amendments and deletions will be issued from time to time as becomes necessary.

2.

In the new version will be marked the groups which it is proposed to extract for the Visual Volume; they will be marked 1-flag, 2-flag and 3-flag respectively.

7. It will also be necessary to prepare a draft of the Preface and Instructions for the Use of the Code, a skeleton of which will be circulated to you. I understand this work is being split up amongst the various members and that Commander Kingman, U.S.A., has very kindly consented to undertake the most difficult part of this work, namely, the part which deals with the explanations and directions for the use of the Code and the various difficulties which have been met or overcome in working out the translations.

8. It had been the intention of the British Government to jumble the groups in the Code. This would involve having a separate book for decoding, with the code groups arranged in their alphabetical order. This, I gather, is not convenient for those foreign countries who wish to print the British version side by side with their own version in their decode. If the groups in the English code were arranged alphabetically - instead of jumbled - these foreign decodes could then be used by them as English codes, if and when desired. This is a matter which will be given very early consideration.

9. In order to render translation and scrutiny more simple, the Visual Signalling Instructions, as amended by you, will now be printed. I note that the amendments are a matter of wording only - with the exception of the Time Signal, the addition of a definition of Signal Letters, and a method of obtaining a chronometer comparison by Visual and Morse. These matters should, I think, be left open for final decision at a later date. Some alteration is apparently necessary in regard to the question of "Relative Bearings".

10. This concluded the Chairman's remarks and he then invited any observations from delegates. The Japanese delegation wished to know when the printed copy of the amended Visual Signalling Instructions would be available, and was informed by the Chairman that he hoped copies would be distributed in January 1930.

11. The German delegate remarked that he might not be able to finish off his work in Germany by 17th March and to this the Chairman replied that he fully appreciated the amount of work which still remained to be done, but as the British Government were very anxious to complete this work by the end of July 1930 he hoped Commander Kiderlen might find it possible to return to London on the date fixed so as not to delay the rest of the Committee.

12. The meeting then concluded.

(Sd.) W.E.H. Jolly.

Secretary.

12 December 1929.

3.

INTERNATIONAL CODE OF SIGNALS COMMITTEE.

Meeting of 12th December, 1929.

Present:- Chairman - Mr. W.R. Smith, M.P.,

Parliamentary Secretary to the
Board of Trade.

Vice-Chairman - Mr. E.W. Travis.

Secretary and Deputy Vice-Chairman -
Paymaster Commander W.E.H. Jolly, R.N.

Capitaine de Corvette H. Pelle Desforges)	France
Kapitan-Leutnant H. Kiderlen)	Germany
Tenente di Vascello Conte Ferrante Capponi, R.M.I. (Assistant Naval Attaché))	Italy
Captain Masaiti Maeda, I.J.N. Captain Isao Takahashi Commander Chikara Ozaki, I.J.N. Commander Tomoyuki Senô, I.J.N. Paymaster-Lieutenant- Commander Hideo Kuwabara, I.J.N.)	Japan
Kaptein Per Askim.)	Norway
Capitán de Corbeta E. Garcia Ramirez Teniente de Navio Alvaro de Urzaiz)	Spain
Lieutenant-Commander Howard F. Kingman, U.S.A. (Assistant Naval Attaché).)	U.S.A.

Minutes.

The Chairman made the following statement:-

You have now come to the end of another phase of your work, and I think it would be useful to make a short resumé of what you have done and what remains to be done. I should like to take this opportunity of congratulating you on the completion of the somewhat ambitious programme which you set yourselves at the beginning of this session. I am circulating to you a detailed statement, showing the numbers of words and phrases that you have now dealt with. These form the complete British version of the Radio code, with the exception that tables will have to be inserted for coding latitudes, longitudes, degrees (0° to 359°), numbers, speeds, times and dates. You have also settled the system of the code groups for the Radio volume of the Code, and a chart for the correction of telegraphic errors.

1.

D 26134 - 30 L I

U	You are standing into danger.	You are standing into danger.
V	Set sails.	I will set sails.
W	Take in sails.	I will take in sails.
X	I am coming nearer; I want to speak to you.	Come nearer; I wish to speak to you.
Y	I cannot carry out your order.	I cannot carry out your order.
Z	Boat on board; commence towing.	Boat on board; commence towing.

During the day time flag signals are used, in addition to the above, as follows:-

Signification.	Signal.
Rocket Apparatus Company to assemble	Red flag. (Rectangular or swallow-tail)
Lifeboat crew to assemble	Red flag. (Triangular)

Signals 1 and 2 will be employed where there is no rocket apparatus or lifeboat in the immediate vicinity, and they will also be used as an immediate reply to a distress signal, if any interval is likely to occur between the time when the distress signal is seen from the shore and the time of the firing of the signal to assemble the crew to rocket apparatus or lifeboat.

PILOT SIGNALS

113. The following signals, when used or displayed together or separately, shall be deemed to be signals for a pilot:-

In the Daytime.

- (1) The International Code Flag G, with or without the Code Pendant over it.
- (2) The International Code Signal P T.
- (3) To be hoisted at the fore, the Pilot Jack.

At Night.

- (1) The pyrotechnic light, commonly known as a blue light, every fifteen minutes.
- (2) A bright white light, flashed or shown at shore or frequent intervals just above the bulwarks for about a minute at a time.

QUARANTINE SIGNALS.

114. The following signals are to be shown on arrival by vessels requiring or required to show their state of health:-

Signification.	In the Daytime.	At Night.
My ship is "Healthy" and I request free pratique.	Q flag	
My ship is "Suspect" i.e., I have had cases or suspected cases of infectious diseases more than five days ago, or there has been unusual mortality among the rats on board my ship.	Q flag over first substitute. (QQ)	
My ship is "Infected", i.e., I have had cases of infectious diseases less than five days ago.	Q flag over L flag. (QL)	

TOWING SIGNALS

It should be noted that the meanings of these signals are not in all cases the same as those of the single letter signals on page 32.

To be Used only between Vessels Towing and being Towed.

115. These signals are to be made by a single flag, which may be exhibited by being held in the hand or by hoisting at the stay or fore shrouds or to the gaff, according to circumstance; by night they can be made by flashing, care being taken not to confuse other ships.

Flag or Morse Sign	Meaning when Made	
	By the Ship Towing.	By the Ship Towed.
A	Is the towline fast? Shall I help to heave the anchor?	Towline is fast, help to heave the anchor.
B	Is the Towline fast, all clear for towing?	Towline is fast, all clear for towing.
C	Yes or Affirmative.	Yes or Affirmative.
D	Shorten in the Towline; I am going slow.	Shorten in the towline; go slow.
E	I am altering course to starboard.	I am steering (steer) to starboard.
F	Pay out the Towline; I am going slow.	Paying out the towline; go slow.
G	Cast off the Towline.	Cast off the Towline.
H	I must cast off the Towline; haul it in.	I must cast off the Towline; haul it in.
I	I am altering course to port.	I am steering (steer) to port.
J	The towline has parted.	The towline has parted.
K	Right; continue the same course.	Right; continue the same course.
M	I am keeping away before the sea.	Keep away before the sea.
N	No or Negative.	No or Negative.
O	Man overboard.	Man overboard.
P	I must get shelter (anchor) as soon as possible	Bring my ship to shelter (anchor) as soon as possible.
Q	Shall we anchor at once?	Anchor at once.
R	I will go slower.	Go slower.
S	My engines are going astern.	Go astern.
T	I am going full speed.	Go full speed.

- A- I am undergoing a speed trial. (Note: to be hoisted by any vessel when undergoing speed trial.)
- B- I am taking in or discharging explosives. (Note: to be hoisted by any vessel when taking in or discharging (explosives or petrol.)
- C- Yes (or affirmative.)
- D- Keep clear of me - I am manoeuvring with difficulty.
- E- I am altering my course to starboard.
- F- I am disabled - communicate with me.
- G- I require a pilot.
- H-
- I- I am altering my course to port.
- J- I am going to send a message by semaphore.
- K-
- L- Stop - I have something important to communicate to you.
- M- I have a medical officer on board.
- N- No (or negative).
- O- Man overboard.
- P- In harbour - All persons are to repair on board as the vessel is about to proceed to sea. (Note: to be hoisted at the foremast head).
- At Sea - Your lights are out (or burning badly)
- Q- My ship is healthy and I request free pratique.
- R- The way is off my ship. You may feel your way past me.
- S- My engines are going astern.
- T-
- U- You are standing into danger.
- V- I want assistance - Remain by me.
- W- I have encountered ice.
- X- Cease carrying out your intentions and watch for my signals.
- Y- Z- Z is used to address or call shore stations.
- Note: For meaning of P, T and X if followed by a numeral group, see Articles , and respectively.

DISTRESS SIGNALS.

111. When a vessel or aircraft is in Distress and requires assistance the following shall be the signals to be used or displayed either together or separately:-

In the Daytime.

- (1) A gun or other explosive signal, fired at intervals of about a minute. (for vessels only)
- (2) The International Code Signal of Distress indicated by H O (the group in the revised code to which the following meaning is allotted: "I am in distress and require immediate assistance").
- (3) A continuous sounding with any fog-signal apparatus; in the case of aircraft, sound apparatus.

- (4) The signal SOS (... — ...) made by Morse code.
- (5) The distant signal, consisting of a square flag having either above or below it a ball or anything resembling a ball.
- (6) The signal consisting of a succession of white lights, projected into the sky at short intervals (for aircraft only)

At Night.

- (1) A gun or other explosive signal, fired at intervals of about a minute. (for vessels only)
- (2) Flames on the vessel (as from a burning tar barrel, oil barrel, etc). (for vessels only)
- (3) Rockets or shells, throwing stars of any colour or description, fired one at a time at short intervals. (for vessels only).
- (4) A continuous sounding with any fog-signal apparatus; in the case of aircraft, sound apparatus.
- (5) The signal SOS (...—...) made by Morse code.
- (6) The signal consisting of a succession of white lights projected into the sky at short intervals (for aircraft only).

SHORE SIGNALS TO VESSELS IN DISTRESS.

112. Distress signals made by vessels (including aircraft) in sight of the coast of Great Britain and Northern Ireland will, when observed, be answered from the shore by one or more of the following signals:-

Signification	Signal.
Signal seen and assistance summoned...	1. Rocket throwing white stars on bursting; or 2. Bright white pyrotechnic light
Rocket Apparatus Company to assemble.	3. Socket signal showing bright white flash or white stars on bursting; or 4. Firing of guns, accompanied by rocket throwing white stars on bursting.
Lifeboat crew to assemble.	5. Socket signal or signals showing red stars on bursting fired in succession.

(3) The transmitting ship then proceeds to signal the remainder of the message right through. The receiving ship does not answer unless she misses a word or group, but wait until the ending has been made and then makes R.

(4) Should the receiving ship miss a word or group, she is immediately to make the repeat sign, on hearing which the transmitting ship will cease signalling and then go back a few words or groups and continue the message.

Example:-

S.S. Beechwood (signal letter DLHK) hearing the sound of another steamer's siren wishes to pass the message: "Have passed several floating mines since noon." The other ship is S.S. Sirius (signal letters BHDH).

Chapter IX.- SIGNALLING BY SEMAPHORE.

102. (1) The semaphore flag (J) hoisted either singly or inferior to a group of signal letters, denotes that a communication is about to be made by semaphore. It is to be hoisted where most convenient and where best seen.

(2) As soon as the semaphore flag is observed, the answering pendant is to be hoisted at the dip by the ships addressed, and close up when ready to read.

(3) If there is any doubt as to which vessel is intended to answer the signal, the semaphore flag will be hoisted with a tack line inferior to the signal letters of the ship with which it is desired to communicate.

(4) Should a Man-of-war wish to communicate by semaphore with a merchant vessel, she will hoist the code pendant in a conspicuous position and the signal letters of the merchant vessel with a tack line superior to J flag.

(5) The semaphore flag is always to be kept flying while the message is being made and hauled down on completion of the message.

103. How messages are to be read and made.

(1) Messages are to be made by means of small flags held in the hand called "Semaphore hand flags".

(2) Messages are always made in plain language and numbers occurring in a semaphore message are always to be spelt out in words.

(3) The sender will make the attention sign and wait until the answering pendant is hoisted close up by the ship addressed and wait a reasonable pause before commencing to transmit.

He will then make the name of the receiving ship followed by "DE" and the name of the transmitting ship, viz., Dufferin de Brentford.

If the ships are close to one another the attention sign

and answering sign may be used instead of the hoisting of the semaphore flag and answering pendant.

(4) The signs are to be made by the signalman facing the ship addressed.

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

(6) The reception of each word is to be acknowledged by the receiver making the letter "O". If this letter is not made the word is to be repeated.

Errors.

104. (1) A succession of E's (EEEEEE) indicates that an error has been made and will be followed by the last word sent correctly and the message continued.

How to end a message.

105. (1) All messages will end with the ending sign AR.

VISUAL SIGNAL CODE.

110. The object of this section of the International Code of Signals is twofold. It provides a means, firstly, for condensing messages for signalling purposes, and, secondly, for communication, between individuals who do not speak a common language.

It consists of four sections:-

I.-Single-Letter Signals - Most Urgent Signals.

II.-Two-Letter Signals - Urgent and Important Signals

(a) III.-Three-Letter Signals - General Code comprising words, phrases and sentences

(b) IV.-Four-Letter Signals - Geographical Names.

Numbers will be represented by the numeral pendants and proper names will be spelt out uncoded.

The names of ships and aircraft will be indicated by their Signal Letters in full.

(a) To be extracted from the W/T Volume.

(b) To be arranged at a future date.

SINGLE LETTER SIGNALS

(1) It should be noted that the meanings of these signals are not in all cases the same as those of the Towing Signals on page.....

(2) Only those single letter signals, marked with an asterisk (*) should be used by flashing.

(4) For examples of requesting and giving repetitions, see pages

(5) If a message is not understood, or it is a coded message, when decoded, is not intelligible, the repeat sign is not used. The receiving ship must then make the appropriate signal from the vocabulary section.

The Ending Sign.

90. The ending sign (AR .-..) is used in all cases to end a message.

91. In messages transmitted by means of the Morse Code the International Code Group Indicator "PRB" is to be used as the first group of the coded text, to indicate that the message which follows consists of code groups from the International Code of Signals and not plain language words.

Chapter VI.- SIGNALLING BY FLASHING.

Component Parts of a Message.

92. (1) A message made by flashing is divided into the following components, although all of these components are not necessarily signalled in every message:-
1. Call, 2. Identity, 3. Break Sign, 4. Text, 5. Ending.

How to Signal.

93. (a) Component 1.- The call.- The transmitting ship will commence signalling by making the call, which will be flashed continuously until answered.
(2)- The call consists of: (I) The general call, or (II) The signal letter of the receiving ship, if it is known.

(3)- On observing the call, and when ready in all respects to read and write down, the receiving ship will answer by making the answering sign.

(b) Component 2.- The Identity.- It will not always be necessary for two ships to establish their identity; Should such necessity exist the two ships will carry out the following procedure: when the call has been answered the transmitting ship will make DE = "from", followed by her signal letters. This will be repeated back. The receiving ship will then signal her own signal letters, which the transmitting ship will repeat back. If either ship fails to repeat back immediately, or repeat back incorrectly, the other will make her signal letters again until they are correctly repeated back.

(c) Component 3.- The Break Sign is next inserted. It is to be repeated back.

(2)- The Break Sign is not inserted before the text of messages requesting repetition.

(d) Component 4.- The Text consists of words of plain language or of groups of code.

(2)- Each word or group is signalled separately. The receiving ship will acknowledge the receipt of each word with T. All coded groups or numbers signalled

as figures (that is: not spelt out), or punctuation signs are to be repeated back. If the repetition is correct, the transmitting ship will make O:- if incorrect, she will make the group again.

(e) Component 5.- The Ending consists of the Ending Sign. The Ending is answered by R.

Omitting the Call and Identity

94. When two ships are signalling for a considerable period and several messages are passed between them the Call and Identity need only be signalled in the first message, in order to avoid delay.

EXAMPLES.

(In the following examples it is to be understood that the ship in the left-hand column always signals first unless indicated to the contrary by an arrow.)

Example I.-

The master of S.S. Dufferin (signal letters OKHT) wishes to pass the message "What weather have you had? (1955) "to the master of a passing ship, which is S.S. Brantford (signal letters LFQS).

The signal is conducted as follows:-

Chapter VII. - SIGNALLING BY SOUND

95. (1) Sound signalling in a fog should be reduced to a minimum, and, as far as possible, only the singly letter signals pertaining to the navigation and manoeuvring of vessels should be used. Any other signalling by whistle, siren, foghorn should be used only in extreme emergency and never in frequented navigational waters.

(2) The misuse of sound signalling being of a nature to create serious confusion in the highways at sea, the captains of ships should use these signals with the utmost discretion.

(3) Owing to the nature of the apparatus used (whistle, siren, foghorn, etc) sound signalling is necessarily slow, and it is for this reason also, that it is necessary for ships to reduce the length of their signals as much as possible.

(4) For the above reasons, the abbreviated procedure shown below will be carried out.

How to Signal.

96. (1) The transmitting ship will make the call in the same way, that it is made by flashing. No call or answer will be used when transmitting single letter signals.

(2) The receiving ship answers with the answering sign.

THE USE OF PROCEDURE SIGNALS AND SIGNS.

76. The use of procedure signals and signs is to enable ships to exchange with each other short concise messages used in connection with signalling.
Examples are given to illustrate the convenience of such signals and signs.

Single Letters

77. The letter ^G signifies: "You are correct".
When any word or group in the text of a message, is ordered to be repeated back, it is used by the transmitting ship to indicate to the receiving that the repetition has been made correctly.
78. (1) The letter ^G signifies: "Repeat back".
(2) It may be inserted at the beginning of the text of a plain language message, and it is signalled separately. When so used it signifies:- "Everything which follows in this message is to be repeated back, word by word, as soon as received."
80. The letter ^R signifies: "Message received".
81. The letter ^T is used to indicate the receipt of each word occurring in the text of a plain language message. (See Art. 93 (e)).
82. The word ^{DE} used in the identity signifies: "from -".
Thus: DE XXDE, "From ship holding signal letters XXDE."
83. (1) The letter ^W used as a message in itself signifies: "I am unable to read your message, owing to the light not being properly trained or light burning badly".
(2) This is to be made by the receiving ship at any stage of the message, if required, and is to be answered by the transmitting ship showing a steady light, until the receiving ship is satisfied with the light and ceases to make W.
84. Call for unknown ship and general call.
The call for unknown ship and general call (AA AA .-.-.-.) is used to attract attention when wishing to signal to a ship whose name is not known. It is the normal method of calling up at sea, and it is to be continued until the ship addressed answers.

- The answering sign.
85. The answering sign (TTTT) is used to answer the call. It is to be continued until the transmitting ship ceases to make the call.

- The Space Sign.
86. (1) The space sign (II) is used to separate the signs AA, AB, WA and WB from the identifying words or groups which follow them.
(2) It is also used to separate whole numbers from fractions.

- The Break Sign.
87. The Break sign (BT - .-. -) is used to precede the text.

- The erase sign.
88. (1) The erase sign (EEEEEE) is used to indicate that the last word or group was signalled incorrectly. It is to be answered with the erase sign. When answered, the transmitting ship will repeat the last word or group which was correctly signalled and then proceed with the remainder of the message.

(2) If the mistake was not discovered until after the message has been completely signalled, a new message must be made.

(3) If it is desired to cancel the whole of a message while in process of transmission, the erase sign must be made, followed by the ending sign.

- The repeat sign.
89. (1) The repeat sign (UU .-. .) is used to obtain a repetition of the whole part of a message.
(2) To obtain a repetition of the whole message.
The repeat sign made singly signifies: "Repeat the last message".
The repetition is signalled by making the message through in exactly the same form as it was originally transmitted.
(3) To obtain a repetition of a part of a message.
The repeat sign is used in conjunction with the signs AA, AB, WA, or WB, and an identifying word or group, the last two being separated by the space sign, thus:-
(. -. .) UD AA II vessel signifies: "Repeat all after the word vessel" (. . . .)
(. -. .) UD AB LL JEM signifies: "Repeat all before group JEM" (. . . .)
(. -. .) UD WA II KIC signifies "Repeat the group after KIC" (. . . .)
(. -. .) UD WB II flags signifies "Repeat the word before Flags" (. . . .)

MORSE PROCEDURE SIGNALS

Symbol	Sign	Meaning
-.-	C	You are correct
---	G	Repeat back.
.-.	R	Message received.
-	T	Word (plain language) received
.--	W	I am unable to read your message.
.-.-.-	PRB	Code follows.



(2) In the International Code of Signals, two classes of signal flags are employed, alphabetical flags and numeral pendants. A substitute can only repeat a signal flag of the same class as that immediately preceding it. It therefore follows, that, if a substitute immediately follows one or more alphabetical flags it represents one of those flags; similarly if a substitute follows one or more numeral pendants it represents one of those pendants. The answering pendant when used as a decimal point (See Art.) is to be disregarded in determining which substitute to use.

(3) The first substitute always repeats the uppermost signal flag, of that class of flags which immediately precedes the substitute.

The second substitute always repeats the second signal flag, counting from the top of that class of flags which immediately precedes the substitute.

The third substitute always repeats the third signal flag, counting from the top of that class of flags which immediately precedes the substitute.

No substitute can ever be used more than once in the same group.

Examples:-

(a) The signal WILL would be made by signal flags as follows:

W
I
L
L

Third Substitute

(b) The signal BBOB would be made by signal flags as follows:

B
B
C

Second substitute.

Note:- The first substitute having been used, cannot be used again. Moreover having been used, it is equivalent to having hoisted B as the second flag, and therefore it is the second flag of the group; hence the second substitute is used.

(c) The signal 1000 would be made by signal flags as follows:

1
0
Second substitute
Third substitute

(d) The signal BB,T1330 would be made by signal flags as follows:

B T
1 3
Second substitute
0

Note:-

It will be observed that in the last group T1330 two classes of flags are employed, an alphabetical flag (T), and four numeral flags (1330). But as the second substitute immediately follows a numeral pendant, it can only be repeating a numeral pendant (See paragraph (2)), and therefore in this case being the second substitute, it can only be repeating the second numeral pendant namely 3.

71. How to spell names.

Names mentioned in the text of a message being signalled by flags are to be spelt out by means of the alphabetical signals which consist of:-

Example:- To signal by Flags: William J. Perry, 15, Lombard Street.

First group	Answering pendant E.
Second group	WIL Third substitute.
Third group	IAM
Fourth group	Answering pendant F.
Fifth group	J.
Sixth group	Answering pendant F.
Seventh group	PER Third substitute Y.
Eighth group	Answering pendant G.
Ninth group	15
Tenth group	Answering pendant E.
Eleventh group	LOMB.
Twelfth group	ARD.
Thirteenth group	Answering pendant G.
Fourteenth group	Code group for "street" from Signal Code.

Communication by Flags between Men-of-War and Merchant Vessels.

72. (1) Should a Man-of-war wish to communicate with a merchant vessel, she will hoist the code pendant in a conspicuous position and keep it flying during the whole of the time the signal is being made.

(2) Groups are provided in the three letter portion of the code to enable merchant vessels to exercise signals with Men-of-war or other merchant vessels. (See groups "XXX" and "YYY" on page).

Chapter V. - THE MORSE CODE.

75. (1) The following table give a complete list of the Morse symbols used for visual and sound signalling.

(2) A bar over the letters composing a sign denotes that the letters are made as one symbol.

- Time of origin.
83. (1) The time of origin may be inserted in a message, and when used it is to be made at the conclusion of the text. The exact time to the nearest minute should be given, expressed by four figures. The employment of the time of origin has the double advantage that it not only indicates at what time a message originated, but also serves as a convenient reference number.
- (2) When two or more different messages originate from the same source and it is desired to append a time of origin in each case, each message must bear a different time of origin.
- (3) When the time of origin is appended to a message, it is in no circumstances to be altered in the course of transmission, but is to remain unchanged throughout the whole route of the message.

Note Reference examples to Arts. 53, 58 and 60. If the message is drafted for transmission by Morse Code the International Code Group Indicator "PRB" is to be used as the first group of the coded text. (See Art. 91 and example 11).

Chapter IV.- SIGNALLING BY FLAGS.

65. (1) Flag signals are to be read in the following order:
 a Masthead, b Triatic stay, c Starboard Yardarm,
 d Port Yardarm.
- (2) When more groups than one are shown on the same halyard, they are to be read in the numerical order of their superiority.
- (3) As a general rule, only one hoist should be shown at the time, but in any case each hoist or group of hoists are to be kept flying until it has been answered by the receiving ship. (See Art. 67).
- (4) When more hoists than one are shown at the same yardarm, but on different halyards, the outer hoist is to be read first. When more hoists than one are shown at the Triatic stay, the foremost hoist is to be read first.
- (5) A signal is said to be superior to another when hoisted before either as regards time or hoist. It is said to be inferior when it is after either in point of time or hoist.
- (6) The transmitting ship should always hoist the signal where it can be most easily seen by the receiving ship, that is in such a position that the flags will blow out clear and be free from smoke.

How to call.

66. If no signal letters are hoisted superior to the signal, it will be understood as being addressed to all ships within visual signalling distance; in all other cases the signal letters of the ship (s) addressed are to be hoisted superior to the signal.

If it is not possible to determine the signal letters of the ship to which it is desired to signal, the group "XXX" for: "Show your signal letters" should be hoisted first; at the same time, the ship will hoist her own signal letters. If this fails then the group "XIX" for "I wish to signal to vessel (number indicated if necessary) on bearing indicated from me" must be hoisted.

How to answer signals.

67. All ships to which signals are addressed or which are indicated in signals are to hoist the answering pendant at the dip as soon as they see each hoist, and close up immediately they understand it; it is to be lowered to the dip as soon as the hoist is hauled down in the transmitting ship, being hoisted close up again as soon as the next hoist is understood, and so on till the signal is completed. (See Art. 68).

If possible the Triatic stay should not be used for the answering pendant, as it is sometimes difficult to see, when in this position, whether it is at the dip or close up.

How to complete a signal.

68. The transmitting ship is to hoist the answering pendant singly after the last hoist of the signal to indicate that the message is completed. The receiving ship is to answer this in a similar manner to all other hoists. (See Art. 67).

How to act when signals are not understood.

69. (1) If the receiving ship cannot clearly distinguish the signal made to her, she is to keep the answering pendant at the dip and hoist an appropriate signal to inform the transmitting ship to that effect.

Use of substitutes.

70. (1) The use of substitutes is to enable the same signal flag to be repeated one or more times in the same group, while still only carrying one set of flags. For instance it is obvious that without substitutes such a group as AAA or 1000 could only be made if three sets of signal flags were carried. By the use, however, of three additional signal flags, called substitutes (named first, second and third substitutes respectively), any two, three, or four letter-group can be hoisted while still using only one set of flags.

(3) When the addressee should be uncertain as to what time was being used by the originator, then the time used should be stated in the message (See Table -).

How to signal Times

58. (1) The four figures are to be signalled by four numerals.
(2) When signalling time in coded messages the letter T is always to precede the numerals in order to make it clear that time is indicated.

Example:-
If XX is the group for "weigh" and it is required to direct a ship holding letters HJFL to weigh at 8.45 a.m., signal would be:
HJFL-XX-T0845.

In plain language messages it will be obvious from the context when time is referred to.

(3) The above method of signalling times may be used for the purpose of signalling the exact time for comparison chronometers, clocks, watches, etc., in which case the exact time will be that moment at which the signal is (sharply) hauled down. The same signal may be made in the Morse code by following the time signal with a long dash (flash) of about five seconds duration, the end of which is the exact time indicated by the four numerals.

How to express Courses and Bearings.

59. (1) Courses and bearings mentioned in messages are always to be expressed in three figures denoting degrees from 000 to 359 measured clockwise and are always to be true, unless expressly stated to be otherwise in the context, (for example 015°, 205°).
(2) Even when not true, the method of expressing the course or bearing is still to remain identical (that is, by three figures from 000 to 359), but the word "magnetic" must be added, if it is desired to express that the course or bearing is magnetic, (for example 015° magnetic).

How to signal Courses and Bearings

60. (1) In coded messages the three figures indicating the degrees are to be signalled by three numerals immediately preceded by an appropriate group from the code, or in the case of bearings by the letter X. In plain language messages it will be obvious from the context when courses and bearings are referred to.

Examples:-
(a) X359 signifies: Bearing 359° (true) or
(b) Supposing group XXX to signify "My present course is-" a ship wishing to indicate her true course to be 185°, signals:- XXX - 185.

(2) It is for notation that there are groups in the three-letter code for the thirty-two points of the compass and these may be used to indicate wind, current, etc.

How to express positions.

61. (1) Positions mentioned in messages are to be expressed either (a) by latitude and longitude or (b) by bearing and distance from a point

(2) If the position is expressed by (a) the latitude and longitude are each to be expressed by four figures, of which the first two denote the degrees and the last two the minutes. The first group always refers to latitude, the second to longitude.

(3) If the position is expressed by (b) the following sequence is to be adhered to: bearing, from, distance from point.

Example: A position 10 miles, 225 degrees from Beachy Head would be expressed in this order: 225 - 10 Beachy Head.

How to signal Positions.

62. (1) If the position is expressed in latitude and longitude, each of the four figure groups is to be signalled by four numerals immediately preceded by the letter P, thus: P 1530, P 1008.

(2) Under ordinary circumstances it will not be necessary to indicate whether the latitude is north or south or whether the longitude is east or west. In the event, however, of signalling a latitude close to the Equator or a longitude close to the meridians of 0° or 180°, and, in any other case where the omission might conceivably give rise to confusion, the letter N or S is to be added immediately after the latitude group to denote north or south respectively, and the letter E or W immediately after the longitude group to denote east or west respectively, thus: P 0010 N, P 0005 E.

(3) In order to still retain the form of a four figure group, if the longitude is more than 99°, the figure indicating the number of hundreds of degrees will usually be omitted. No confusion will normally arise, as two ships exchanging visual signals are bound to know their own longitude within the nearest hundred degrees. In exceptional cases where it is necessary to avoid confusion the five figures may be used.

Examples:

- (a) A position in latitude 23°14'N. and longitude 30°22'W. would be signalled as P2314, P3022.
(b) A position in latitude 0°15'S. and longitude 85°40'E. would be signalled as P0015S, P8540E.
(c) A position in latitude 10° 0'N. and longitude 130°0'W. would be signalled as P1000, P3000.

(4) If the position is expressed by bearing and distance from a point, the signal will consist of three groups, namely:
(a) a group denoting the bearing, consisting of letter X three numerals.
(b) a numeral group denoting the distance in miles. (If any other unit of distance is used, a group indicating that unit must immediately follow this numeral group).
(c) a group denoting the point, which may be represented by a point of land, or other geographical position, or a ship whose position is known, and may be indicated by a four letter group from the geographical table or by signal letters of the ship referred to.

Example:- 10 miles 225° (true) from Beachy Head: X 225 - 10- AELF.

- Semaphore
- (9) Semaphore Signals are made by either means of a mechanical semaphore or by means of a signaller holding a pair of flags in his hands and forming the letters and signs with his arms. Whichever method is employed, great care must be taken to form the letters and signs very accurately.
- (10) The standard rate of signalling by semaphore is to be taken as eight words per minute.
- (11) Detailed instructions for signalling by semaphore are given in Chapter IX.

Chapter III.—GENERAL INSTRUCTIONS

Persons who draft messages should make themselves conversant with the International Code so as to employ as far as possible wording for which phrases are provided. Failure to do this may necessitate the message being coded, word by word, owing to there being no groups allocated for the phrases used, in which case the time required for coding, transmitting and decoding, and also the number of code group used, will be considerably increased.

- Authority for Messages
52. Unless indicated to the contrary by the insertion of words at the beginning of the text, all messages between ships are to be understood as being made from the master of the ship of origin to the master of the ship of destination.

- Use of Signal Letters.
53. Signal Letters for ships and aircraft are the same as their radio call signs. Ship signal letters consist of four letters, and aircraft signal letters (registration mark) consist of five letters. (Article 14 General Regulations annexed to the International Radiotelegraph Convention of Washington 1927)

Signal letters may be used for two purposes:-

- (a) To speak to (or call) another ship.
(b) To speak of another ship.

When speaking to (or calling) another ship, her signal letter precedes the signal, when speaking of another ship they follow the signal. (See Art. 85)

Examples:- Suppose a ship named Campania had the signal letters XXAB allotted to her, and that another ship named the Olympic had the signal letters XXOD allotted to her, and suppose the group XYZ in the International Code of Signals to mean: "On what date do you (or vessel indicated) leave?"

(a) If the signal XXAB - XYZ were made, it would mean: "To Campania", On what date do you leave?" The fact of the signal XYZ being preceded by the signal letters XXAB shows that the signal is addressed to the ship holding the signal letters XXAB.

(b) If the signal XXOD - XYZ - XXAB were made, it would mean: "To Olympic", On what date does Campania leave?" The fact that signal letters XXOD precede the signal show that the signal is addressed to the ship holding signal letters XXOD, and the fact that the signal letters XXAB follow the signal show that the ship holding these signal letters is being spoken of.

- How to Express Ships' Names
54. Ships names mentioned in the text of the messages are to be expressed by means of their signal letters when the message is made in code, and are to be spelt out when the message is made in plain language.

How to Express numbers.

55. (1) In a plain language message, whenever a number (whether it refers to a time, a date, or other important detail) is mentioned, it may be written out fully in words if desired as an extra safeguard against errors in transmission.
Example:- 540 would be written out and transmitted as:- five four zero.
- (2) When it is desired to take special precautions against the mutilation of particularly important numbers in a plain language message, they should be repeated preceded by the word "Repetition", thus-five four zero repetition five four zero.

- How to signal numbers
56. (1) Numbers are to be signalled as follows:-
(a) By Flags: By the numeral pendants of the code, all of which are pendant-shaped and therefore require no further signal to indicate that they represent numbers.
(b) In Morse: Usually by the numerals in the Morse Code.
(c) In semaphore: Spelt out.
- (2) A decimal point between numerals is to be signalled as follows:
(a) By Flags: By inserting the answering pendant where it is desired to express the decimal point.
(b) In Morse: By the decimal point sign.
(c) In Semaphore: Spelt out, thus: decimal.
- (3) In transmitting coded signals which require numbers to complete their signification, it is preferable that these numbers be sent as a separate group. Exception may be made in the case of numerals in time signals, bearing signals, course signals, position signals, etc., which are explained in the following articles.

- How to express time
57. (1) Times mentioned in messages are always to be expressed in four figures, of which the first two denote the hour (from 00-midnight up to 23= 11 p.m.) and the last two denote the minutes (from 00 to 59).

- (2) Examples:
2 a.m. should be expressed as 0200.
11.30 a.m. should be expressed as 1130.
3.22 p.m. should be expressed as 1522.
5.38 p.m. should be expressed as 1738.
Midnight should be expressed as 0000.

18. Relative bearing. - See Art. 6
19. Reply is a message originating out of, referring to, or replying to a previous message.
20. Group denotes one or more contiguous letters and numerals which in themselves compose a separate signal.
21. Ship (or station) of destination is that ship (or station) in which the message is finally received by the addressee.
22. Ship (or station) of origin is that ship (or station) where the originator hands in a message for transmission, irrespective of the method of communication employed.
- 22a. Signal letters are the letters assigned to a ship or aircraft for the purpose of identification. (See Art. 53)
23. Transmission ship (or station) is the ship (or station) by which a message is actually being made.
24. Sound Signalling is any method of passing Morse Signals by means of Siren, Whistle, Bell or other sound apparatus.
25. Tack line is a line of halyard about 6 feet long, and is always to be used to separate flags each group of which, if not so separated, would convey a different meaning to that intended.
26. Time of despatch is the time at which the transmitting ship completes the transmission of the message.
27. Time of origin is the time at which a message is ordered to be made.
28. Time of receipt is the time at which the receiving ship completes the reception of the message.
29. Time Signal consists of a numeral group preceded by the letter "T". (See Art.)
30. Visual Signalling is any method of above-water communication the transmission of which is capable of being seen.

Chapter II. METHOD OF SIGNALLING.

50. (1) The methods of signalling which may be used are:-
 (a) Flag signalling, the flags used being those on the plate and signal flags.
 (b) Flashing Signalling, the Morse code being employed.
 (c) Sound Signalling, the Morse code being employed.
 (d) Semaphore Signalling.
- Flag Signalling
- (2) A set of signal flags consists of 26 alphabetical flags, 10 numeral pendants, 3 substitutes, and 1 answering pendant. These signal flags should conform as nearly as practicable to standard sizes and specifications (See Table 1)
- (3) Detailed instructions for signalling by flags are given in Chapter IV.
- Flashing Sound Signalling Morse.
- (4) When using the Morse code, see chapter V, the symbols are expressed by two elements called a dot (or a short) and a dash (or a long), which are signalled either singly or in combination. Whatever means of signalling in the Morse code is employed the dots and dashes and spaces between them should be made to bear the following ratio one to another as regards their duration:-
 (a) A dot is taken as the unit.
 (b) A dash is equivalent to three units.
 (c) The space of time between any two elements of a symbol is equivalent to one unit. Between two complete symbols is equivalent to three units, and between two words or groups is equivalent to five units.
- This is termed spacing, and whatever may be the rate of sending, accuracy depends upon these ratios being adhered to.
- (5) In flashing and sound Signalling, where the rate signalling depends upon the apparatus employed, no definite rate can be laid down, but while generally obeying the instructions laid down in paragraph (4), it is best to err on the side of making the dots rather shorter in their proportion to the dashes, as it then makes the distinction between those elements plainer. Otherwise in very slow signalling it is hard to appreciate their relative lengths, because they do not follow one another sufficiently quickly to show their distinction by comparison.
- (6) The practical methods of using Morse are:-
 (a) When flashing, by exposing and obscuring a light.
 (b) When sound signalling, by long or short blasts on the siren, whistle, foghorn, bell, or any other sound apparatus.
- (7) The standard rate of signalling by flashing in the Morse code is to be taken as eight words per minute.
- (8) Further instructions for signalling by flashing are given in Chapter VI, and for signalling by sound in Chapter VII.

INTERNATIONAL CODE OF SIGNALS.

Volume I VISUAL AND SOUND.

Part I.

NATIONAL COLOURS (MEN-OF-WAR AND MERCANTILE ENSIGNS).

MARKINGS OF AIRCRAFT.

Part II.

of SIGNALLING INSTRUCTIONS.

Chapter I. - DEFINITIONS.

- " II. - Methods of Signalling.
- " III. - General instructions.
- " IV. - Flag Signalling.
Plates of Signalling Flags and Pendants.
How to Signal by Flags.
- " V.- Morse Signalling.
Morse Signs.
Procedure Signals-Morse.
- " VI. - How to Signal by Flashing.
- " VII. - How to Signal by Sound.
- " VIII. - Semaphore.

of SIGNAL CODE

- Explanation of Use.
- Most Urgent Signals (expressed by one letter).
- Urgent Signals (expressed by two letters).
- General Code (expressed by three letters, but not commencing with a Z).
- Geographical Names (expressed by four letters, all commencing with A).

SPECIAL SIGNALS

- Ship distress Signals.
- Shore Signals to Vessels in Distress.
- Pilot Signals.
- Quarantine Signals.
- Towing Signals.

APPENDIX A.

Instructions for the Use of the Rocket Apparatus for Saving Life.

APPENDIX B.

Regulations for preventing Collisions at Sea.

Part II. SIGNALLING INSTRUCTIONS.

Chapter I. - DEFINITIONS.

1. Addressee is the authority to whom a message is addressed.
2. Answer applies to procedure signals made the receiving ship "or station" on receiving a call or message.
3. Bearings and courses may be either true or magnetic, but will always be true unless otherwise stated. (See Arts. 59 and 60)
4. Bearings made by a ship pointing out an object or referring to a position are always reckoned from the ship making the signal or from the point of departure, that is, invariably toward the objective.
5. Compass Bearing may be either true or magnetic, but will be true unless otherwise stated.
6. Relative Bearing is the direction with reference to the fore and aft line of the ship from which the bearing is taken, the direction being referred to as either ahead, astern, abeam, on the bow, or on the quarter.
7. Bearing Signal consists of a numeral group preceded by the letter "X" (See art.)
8. Close up. - A signal is said to be close up when it is hoisted to the full extend of the halyards.
- 8a. Course Signal consists of a numeral group preceded by an appropriate group from the code. (See Arts. 59 and 60)
9. Hoist consists of one or more groups displayed from a single halyard.
10. Message applies to any communication sent either by land telegraph sound signalling, visual signalling, or radiotelegraphy.
11. Numeral Group consists of one or more numerals.
12. Originator is the authority who orders a message to be sent.
13. Plain Language is the method of expressing messages, whereby the real meaning of the message is intelligible without the assistance of a decode.
14. Position Signal consists of a numeral group preceded by the letter "P" (See Art.)
15. Procedure denotes the rules drawn up for the conduct of signalling.
16. Procedure Signal is a signal designed to facilitate the conduct of signalling (See Chapter).
17. Receiving ship (or station) is the ship (or station) by which a message is actually being read.

014193.

FIRST PAIR.

MIDDLE LETTER.

AX	EM	IH	OQ	UF	YR	BA	KE	VI	XO	ZU	FY	A	B	C	Q	D	E	F	G	H	I	J	K	L	M	N	O	P	R	S	T	U	V	W	X	Y	Z	A	B	C
AG	EV	IQ	OZ	UX	YJ	VA	HE	SI	RO	WU	QY	B	C	Q	D	E	F	G	H	I	J	K	L	M	N	O	P	R	S	T	U	V	W	X	Y	Z	A	B	C	
AP	EN	IZ	OR	UG	YS	SA	CE	LI	NO	TU	PY	B	C	Q	D	E	F	G	H	I	J	K	L	M	N	O	P	R	S	T	U	V	W	X	Y	Z	A	B	C	
AH	EW	IR	OJ	UP	YB	LA	ZE	VI	KO	MU	XY	D	E	F	G	H	I	J	K	L	M	N	O	P	R	S	T	U	V	W	X	Y	Z	A	B	C	Q	D	E	
AQ	EF	IR	OS	UH	YT		TE	QI	HO	JU	RY	D	E	F	G	H	I	J	K	L	M	N	O	P	R	S	T	U	V	W	X	Y	Z	A	B	C	Q	D	E	
AZ	EF	IR	OS	UH	YT		TE	QI	HO	JU	RY	D	E	F	G	H	I	J	K	L	M	N	O	P	R	S	T	U	V	W	X	Y	Z	A	B	C	Q	D	E	
AR	EX	IJ	OB	UQ	YC	FA	PE	XI	CO	DU	NY	D	H	I	J	K	L	M	N	O	P	R	S	T	U	V	W	X	Y	Z	A	B	C	Q	D	E	F	G	H	
AS	EG	IS	OK	UZ	YL	QA	ME	JE	ZO	BU	KY	D	H	I	J	K	L	M	N	O	P	R	S	T	U	V	W	X	Y	Z	A	B	C	Q	D	E	F	G	H	
AB	EP	IB	OT				JE		WO		HY	D	H	I	J	K	L	M	N	O	P	R	S	T	U	V	W	X	Y	Z	A	B	C	Q	D	E	F	G	H	
AJ	EH	IT	OL	UR	YD	XA	GE	RI	TO	VU	CY	J	K	L	M	N	O	P	R	S	T	U	V	W	X	Y	Z	A	B	C	Q	D	E	F	G	H	I	J	K	
AS	EH	IT	OL	UR	YD	XA	GE	RI	TO	VU	CY	J	K	L	M	N	O	P	R	S	T	U	V	W	X	Y	Z	A	B	C	Q	D	E	F	G	H	I	J	K	
AB	EQ	IC		UJ	YV	RA	BE	KI	MO		ZY	J	K	L	M	N	O	P	R	S	T	U	V	W	X	Y	Z	A	B	C	Q	D	E	F	G	H	I	J	K	
AK	EZ	IL	OD	US	YN	NA	VE	HI	JO	IU	WY	M	N	O	P	R	S	T	U	V	W	X	Y	Z	A	B	C	Q	D	E	F	G	H	I	J	K	L	M	N	
AT	ER	ID	OV	UK	YW	HA	SE	CI	GO	DO	PY	M	N	O	P	R	S	T	U	V	W	X	Y	Z	A	B	C	Q	D	E	F	G	H	I	J	K	L	M	N	
AO	ER	ID	OV	UK	YW	HA	SE	CI	GO	DO	PY	M	N	O	P	R	S	T	U	V	W	X	Y	Z	A	B	C	Q	D	E	F	G	H	I	J	K	L	M	N	
AL	EJ	IM	ON	UT	YF	CA	LE	ZI	BO	QU	MY	P	R	S	T	U	V	W	X	Y	Z	A	B	C	Q	D	E	F	G	H	I	J	K	L	M	N	O	P	R	
AD	EJ	IV	OW	UL	YX	ZA	LE	TI	VO	XU	JY	P	R	S	T	U	V	W	X	Y	Z	A	B	C	Q	D	E	F	G	H	I	J	K	L	M	N	O	P	R	
AD	ES	IV	OW	UL	YX	ZA	LE	TI	VO	XU	JY	P	R	S	T	U	V	W	X	Y	Z	A	B	C	Q	D	E	F	G	H	I	J	K	L	M	N	O	P	R	
AM	EB	IN	OF	UD	YG	WA	FE	PI	SO	DY		T	U	V	W	X	Y	Z	A	B	C	Q	D	E	F	G	H	I	J	K	L	M	N	O	P	R	S	T		
AV	EK	IW	OX	UM	YP	TA	QE	MI	LO	RU	BY	T	U	V	W	X	Y	Z	A	B	C	Q	D	E	F	G	H	I	J	K	L	M	N	O	P	R	S	T		
AV	ET	IF					QE	JI				T	U	V	W	X	Y	Z	A	B	C	Q	D	E	F	G	H	I	J	K	L	M	N	O	P	R	S	T		
AN	EC	IX	OP	UV	YH	MA	XE	GI	FO	HU	VY	V	W	X	Y	Z	A	B	C	Q	D	E	F	G	H	I	J	K	L	M	N	O	P	R	S	T	U	V		
AW	EL	IX	OP	UV	YH	MA	XE	GI	FO	HU	VY	V	W	X	Y	Z	A	B	C	Q	D	E	F	G	H	I	J	K	L	M	N	O	P	R	S	T	U	V		
AF	ED	IP	OH	UW	YZ	GA	NE	DI	QO	CU	LY	V	W	X	Y	Z	A	B	C	Q	D	E	F	G	H	I	J	K	L	M	N	O	P	R	S	T	U	V		
AF	ED	IP	OH	UW	YZ	GA	NE	DI	QO	CU	LY	V	W	X	Y	Z	A	B	C	Q	D	E	F	G	H	I	J	K	L	M	N	O	P	R	S	T	U	V		
AL	AG	AC	AX	AS	AM	AH	AQ	EL	AT	AN	EX	AD	AZ	EH	EQ	AJ	ET	EN	AV	AP	AK	AF	AB	AW	AR															
IN	OR	ID	EK	EF	EB	EW	ER	EL	EG	EC	IX	ES	EM	IW	IR	IL	IG	IC	IX	ED	EZ	IH	IQ	IT																
OW	UZ	OL	IZ	OC	OX	IJ	OS	OH	IV	IP	OT	IF	IB	OD	OZ	IO	IG	IO	IX	IS	IM	IO	IO																	
UD	YH	YH	YQ	OC	YU	OS	UV	UP	OQ	OU	UB	ON	UR	OD	UG	UC	UX	OU	UM	OV	UQ	UO	OB																	
YS	LA	SA	ZA	GA	YN	OS	BA	YD	UZ	UF	YF	YJ	RA	UL	YV	YU	YK	YH	YU	YU	YU	YU	YU																	
LE	SE	ZE	GE	NE	BE	RE	BA	PE	WE	WA	KA	RE	RA	FE	YV	YU	YK	YH	YU	YU	YU	YU	YU																	
BI	GO	PI	NI	DI	RI	RI	WO	FI	DE	DE	DE	HI	MO	VI	YV	YU	YK	YH	YU	YU	YU	YU	YU																	
ZO	PI	NO	BI	BO	PO	PO	DU	DO	MI	MI	MI	FO	TU	TO	YV	YU	YK	YH	YU	YU	YU	YU	YU																	
GU	PI	NO	BI	BO	PO	PO	DU	DO	MI	MI	MI	FO	TU	TO	YV	YU	YK	YH	YU	YU	YU	YU	YU																	
WY	PI	NO	BI	BO	PO	PO	DU	DO	MI	MI	MI	FO	TU	TO	YV	YU	YK	YH	YU	YU	YU	YU	YU																	



Enclosure A.

	1st.	2nd.	3rd.	4th.	5th.	
A.	19	16	3	24	17	A
B.	8	11	22	25	26	B
C.	23	6	15	26	9	C
D.	1	1	1	1	1	D
E.	16	22	20	2	10	E
F.	5	17	13	3	19	F
G.	20	12	6	4	2	G
H.	9	7	25	5	11	H
I.	24	2	18	6	20	I
J.	13	23	11	7	3	J
K.	2	18	4	8	12	K
L.	17	13	23	9	21	L
M.	6	8	16	10	4	M
N.	21	3	9	11	13	N
O.	10	24	2	12	22	O
P.	25	19	21	13	5	P
Q.	12	14	8	14	18	Q
R.	14	9	14	15	14	R
S.	3	4	7	16	23	S
T.	18	25	26	17	6	T
U.	7	20	19	18	15	U
V.	22	15	12	19	24	V
W.	11	10	5	20	7	W
X.	26	5	24	21	16	X
Y.	15	26	17	22	25	Y
Z.	4	21	10	23	8	Z



5. In order to avoid inversions the values given to each letter in each position will be specially arranged so that BYZAM is bound to have a different value from BYZMA. Since, however, 26 is not a prime number one pair of adjacent letters are bound to have the same total value.

This does not greatly matter as the values will be so arranged that the pairs effected are QM and MQ in the first and second places, QG and GQ in the second and third places, QH and HQ in the third and fourth places, and QK and KQ in the fourth and fifth places. QM, QG, QH and QK will not, therefore, be used in these places and as very few pronounceable groups can be formed around them, their omission hardly affects the total number of code groups available.

Correction of errors.

6. It is proposed to print a table on the lines of the attached enclosure "B" for finding the correct version of a mutilated group. The use of the table is best explained by means of an example, thus:- If a group BYZAG is received look up BY in First Pair Table, then follow the line horizontally to the right until you find Z in the third column, then follow down vertically into Last Pair Table and you will find AM and CG. Look up BYZAM in the decode and see if it fits the context. If not, try the reverse process, look up AG in Last Pair Table, follow it up vertically until you find Z in middle letter table, then follow horizontally to the left and you find BI. If this is unsatisfactory find BY in First Pair Table and AG in Last Pair Table and find this in bisecting letter, i.e.V. Look up BYVAG. The same principle can be applied to searching for the correct group if there are two incorrect letters in the group, but obviously the field of selection is very greatly increased.

(2).

7. It is hoped that the Code will not exceed 30,000 groups in which case it is suggested that all the code groups should consist of two vowels and three consonants BABAG BABKA ABBFA ABBIR etc., as this very greatly assists in error detecting and also forms an easy group for transmission, and is thus freer from error than odd combinations of consonants. There are 36,000 of these groups available.

(3).

CODE GROUPS.

別
紙
2A
三

It is proposed to construct the Code groups on an arithmetical system that will ensure that they will differ from one another by at least two letters and that no two groups can occur containing the same five letters with a pair of adjacent letters inverted.

2. This may be obtained by constructing the groups on a system in which a numerical value is given to each letter according to its position in the group. Thus in the attached value table (Encl. A):-

"A" as the first letter	=	19
" " second "	=	16
" " third "	=	3
" " fourth "	=	24
" " fifth "	=	17

3. The set of groups are then made up so that they all equal the same total, subtracting where necessary 26, or multiples thereof. Example:-

BYZAM has a total value of "20" found thus:-

"B" as the first letter	=	8
"Y" " second "	=	26
"Z" " third "	=	10
"A" " fourth "	=	24
"M" " fifth "	=	4
<u>Total</u>	=	<u>72</u>
Subtract	52	(26 x 2)
Group value		<u>20</u>

4. It is obvious that a change of one letter in a group alters its value and therefore groups with a total value of "20" must differ from one another by more than one letter.



第 別
紙

General Vocabulary	8931
Aircraft.	195
Boats.	110
Communications.	397
Distress	367
Establishments.	50
Geographical Terms.	49
Machinery.	400
Mails.	78
Money.	88
Nationalities.	107
Navigation.	1255
Parts of Ship.	383
Personal Description.	54
Ranks & Ratings.	244
Sea Terms.	108
Ships Business.	1031
Stores.	322
Types of Vessels.	99
Weather.	344
Miscs. including Pronouns.	238
Aux. Phrases.	99
Medical.	868
Verbs Tables.	1273
Conjunctions.	31
	<hr/>
	17230

B-1 3 6 7 |

0 192

(分類 B10.8.0.5)

外務省

條約局

五三

一四一六
一五〇六〇

NGB

倫敦

着 (507)

昭和五年四月廿七日接受

海軍省

海軍次官

國際聯盟信號會議

電報

電報 曩ニ報告ノ通り三月十七日ヨリ總會ヲ開ク豫定ナリ
シ處、英國側準備整ハザル爲四月一日迄延期スル
コトトナレリ、九回(第四期)中豫定作業遂行
ノ爲臨時人ヲ増シ各員努力セシ結果第三期
中ニ審議セル語句ニ對スルカード完成及
同意語ノ研究之ニ伴フ譯語ノ変更整理ヲ略完
了シタリ、而シテ英國委員^等今猶多數ノ原案ノ
如除及修正ヲ提案スルト共ニ當方ニ於テモ相當ニ

改譯整理ヲ要スルモノヲ發見シツツアルヲ以テ現状
ニ於テハ專ラ全般ニ亘ル調査研究及整理ニ集中
スルヲ緊急且ツ有利ナリト認メ豫定作業タリシ
假發信書編纂ヲ中止シタリ不共通語ノ研究
ハ遺憾ナラ着キスルノ餘裕ナカリシヲ以テ之ヲ將來
ニ残セリ尚一月未ニ交付ヲ受クベキ豫定ナリシ英
國信號書原案及信號規定ハ未ダ入手ニ得
ザル狀態ナリ遞信 外務 兩省ニ傳ヘラレタシ

(金額 310,805)



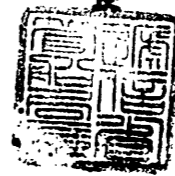
條約局

海第六三一號

昭和五年四月四日

外務省條約局長殿

逓信省管船局長



萬國船舶信託會改訂會議現狀報告ノ件

本件ニ關シ別紙寫ノ通リ形在倫敦信託會議委員ヨリ報電報有之候條右ニ依リ御了承相成度

昭和五年四月七日
別紙添付
逓信省

COPIE

29 SSS LONDON 43 18 1 1718 ETAT NGB

TEISHINSHOU TOKIO

TEISINZIKANE YOHOUNOTOURI HONHIYORI DAIGOKIKAIGI

WOKAISISERI SOUKAINOHOKA ITUTUNO BUNKAKAIWO

MOUKESAGYOUNO SIINTYOKUWO HAKARUKOTOTO HARERI

KAIGUN GAIMURYOSHOE TUTAERARETASI SINGOKAIGI

B-1 3 6 7

0195

<p>信號ニ就キ相當助力ヲ求メラレタル爲若干ノ準備ヲナシ且 下水路部ニ照會中ナリ</p> <p>(七) 信號又ハ無線通信ニ於ケル符字群ノ配列順序研究</p> <p>各國文法ノ差異ニヨリ文章ノ構成即チ一通信文章中ノ各語 句ノ順序ニ著シキ差異アリ從テ通信ニ當リ符字群ノ順序ニ 差異ヲ生ジ通信ノ目的ヲ達セザルコトアルベキヲ想像セラ ルルヲ以テ之ガ研究ニ着手セリ</p> <p>第五期會議中ニ審議シ要スレバ對策ヲ講セントス</p> <p>二、 第五期作業</p> <p>(一) 開會、會場並ニ委員</p> <p>四月一日總會ヲ開會シ議事方針並ニ本會別紙第一ノ如キ要旨ヲ據 據テ本會ノ後々後ニ議事方針ニ據キ本會ヲ行ヘリ</p> <p>會議場ハ從來商務院 (Board of Trade) ノ内ニアリシモ英國</p>
--

<p>員間ノ種種ノ意見アルモ未ダ方針確定セズ</p> <p>(四) 新信號書ノ體裁印刷様式ノ研究及既製カードノ調査</p> <p>新信號書ヲ如何ナル體裁ニシ如何ニ編纂スベキカニ就テ 相當ノ研究ヲ行ヒ其ノ成案ヲ得テ既ニ御承認ヲ經タリ</p> <p>既製カード殊ニ發信用符号ノ撰定、譯字ノ正否ヲ仔細ニ調 査シ略半數ヲ完了セリ</p> <p>(五) 視覺信號規程ノ翻譯</p> <p>修正セラレタル新信號規定ノ假翻譯ヲ完了セリ但シ昨年 末迄ニ接受ノ筈ナリシ正本漸ク本年四月一日日ニ受領セ シ爲之ニヨリテ更ニ若干ノ修正ヲ加フルノ必要ヲ認め 居レリ</p> <p>(六) 地名信號</p> <p>帝國地名信號ハ既ニ提案済ナルモ支那及露領沿岸ノ地名</p>
--

側、都合ニヨリ之ヲ民事裁判所(Royal Courts of Justice)
内ニ變更セリ從前ニ比シ當事務所ヨリ相當ノ距離ヲ増シタリ
各國委員ハ第三期ト同一額振ナリ但シ英國側ニ於テ豫備員 ^役
軍中佐 Henderson 一名ヲ増加セリ
(二)總會及分科會
總會ハ從前ノ通り開催シ一般的ノ事項ヲ審議ス更ニ會議ノ進
捗ヲ圖ル爲左記五種ノ分科會ヲ設ケタリ
第一 視覚信號分科會 議長 米國
視覚信號規程、無線篇ヨリ信號篇ニ採用スル信
文ノ撰擇。二旗信號ノ研究。標準時ノ研究
第二 文法分科會 議長 英國
動詞、助動詞、前置詞ノ研究
第三 信號書取扱法分科會 議長 諾威

信號書取扱規程ノ立案
第四、信號書使用試驗 ^{試験} 通信法研究ノ分科會 議長 日本
國際的ニ通信文ヲ交換シ新信號書ニ收容セル
信文ノ適否檢閲、通信法ノ研究
第五、總務分科會 議長 英國
議事日程作成、議事促進方法ノ研究、信號書
ノ最終仕上げ様式ノ研究、各委員提議事項ノ
豫備審查
(三)會議時間
會議ノ進捗ヲ圖ル爲左ノ如ク從來ニ比シ著シク時間ヲ延長
シタルヲ以テ準備ノ爲相當繁忙ヲ増ス事ト察セラレ
原田トシテ毎日(從來ハ土曜日會議ナシ)午前十時ヨリ午
後五時半迄(從來午前十時半開始午後會議ナシ)總會又ハ

IMPERIAL JAPANESE NAVY.

萬國船舶信號書改訂會議	
第五期會議開會當日議事録（昭和五年四月一日）	
出席者	
議長	商務院政務次官下院議員 ダブリユ、アール、スミス
副議長	非役海軍主計中佐 イー、ダブリユ、トラブイス
副議長代理	海軍主計中佐 ダブリユ、イー、エツチ、ジヨリ
幹事	
佛國	海軍少佐 エツチ、ベル、デフォルジ
獨國	海軍少佐 エツチ、キデルレン
伊國	海軍少佐 伯爵 フェランテ、カボニ
日本	海軍大佐 前田 政一
	遞信局技師 高橋 功
	海軍中佐 尾崎 主税

IMPERIAL JAPANESE NAVY.

分科會ヲ開催スルコトナレリ
(四) カードノ復寫作業
信號書編纂用カードハ從來復寫上ノ誤謬ヲ極度ニ避クル爲一部ノミヲ調製スル方針ナリシモ之ヲ内地ニ輸送スル者ハ際ノ安全ヲ目的トシ且發信書及受信書ヲ同時ニ編纂スルノ便宜ヲモ考慮シ復寫ヲ絶對ニ必要ナリト認メ最近寫真機（Photostat）一臺ヲ購入シタルヲ以テカード完成次第當事務所ニ於約五萬枚ノ寫眞復寫作業ヲ行フ豫定ニテ約二ヶ月ヲ要スル見込ナリ
(終)
遞信省管船局長
寫送附先 海軍省軍務局長
外務省條約局長

IMPERIAL JAPANESE NAVY.

議事録	
議長ハ最初歡迎ノ辭ヲ述ヘ、又休會中ニ移轉セル事務所カ好適ナラシコトヲ希望シ、若シ設備ニ關シ不十分ト認メラルル點アラハ申出アリ次第何分ノ盡力ヲ爲スヘシト言ヘリ	
二、議長ハ各國委員ニ異動ナカリシヲ悦ビ地名篇處理ノ爲一月一日附新ニ委員ニ任命セラレシヘンダーソン海軍中佐ニ對シ歡迎ノ意ヲ表セリ	
三、議長ハ委員會ノ任務結了時期ニ關シ研究スル所アリシ旨ヲ報告シ、英國政府トシテハ必要以上ニ會期ヲ延長セサラシコトヲ切望スルモ、新信號書編纂上既ニ是迄ノ時間ヲ費セシニ鑑ミ、此際會務ヲ無理ニ速行シテ所期ノ目的ヲ満足シ得サルカ如キコトアラハ遺憾ナルヘキ旨ヲ述ヘタリ	
四、議長ハ副議長ヲシテ休會期中ノ事務ニ關シ報告セシムル所アリ	

IMPERIAL JAPANESE NAVY.

海軍中佐	妹尾知之	
海軍主計少佐	桑原彦雄	
諸國	海軍中佐	ハー、アスキム
西國	海軍少佐	イー、ガルシア、ラミレツ
	海軍大尉	アルプアロ、デ、ウルサイツ
米國	海軍少佐	ホワード、エス、キングマン
	船舶院技師	ビー、シー、グレニンク
英國	地名篇編輯主任	ビー、ダブリユ、エス、ヘンダーソン
	非役海軍中佐	ビー、ダブリユ、エス、ヘンダーソン

IMPERIAL JAPANESE NAVY.

五、副議長ハ休會期中ニ處理セル事務ヲ取經メテ次ノ如ク報告セリ

(イ) 英國版信號書草案ノ改訂及再印刷
無線篇ヨリ視覺信號篇ニ採用スヘキ語句ノ豫選

(ロ) 各國語ノ英語以外ノ共二種以上ノ譯ヲ有スル英語ノ意味限定

(ハ) 視覺信號規程ノ印刷

(ニ) 醫療篇ノ改訂

尙副議長ハ若シ本篇ヲ便利ナル體裁ニ於テ完成センカキタメニ
ハ來五月以里ニ於テ開催ノ衛生會議ニ本委員會ヨリ代表者ヲ派
遣シ一檢疫信號ニ關スル事項ヲ合議決定スルヲ有利トスヘシ
ト述ヘタリ

(ホ) 無線篇用符字群ノ編纂

六、議長ヨリ右報告事項ニ關シ委員ノ意見ヲ求メタルニ對シ伊國委

IMPERIAL JAPANESE NAVY.

員ハ委員室ニ於テ分科委員會開催中モ尙單典語系諸國委員カ合同作
業ヲ爲シ得ルタメ別ニ一室ヲ宛テラレンコトヲ希望シ議長ハ之ニ副
ヲ如ク盡力ス、キ旨ヲ約セリ

七、佛國委員ハ羅典系及獨諸語系委員カ各自ノ編纂事務ヲ完了スル
以前兩系間ニ於テ一度比較ヲ行フヲ有利ナルヘシト提議シ諸國委員
之ニ贊同セリ議長ハ副議長ニ對シ本件然ルヘク研究スヘキ旨ヲ依頼
セリ

八、次ニ議長ハ信號書序言及通信規程ノ立案ニ關スル進捗ニ就キ主
傍者米國委員キンクマン少佐ノ報告ヲ求メ、全少佐ハ種種ノ未決定
事項殊ニ動詞用法ニ關スル事項ナトノ存スルタメ本件ノ進捗思ハシ
カラス迫テ是等ノ點決定ヲ見ハ通信規程ノ立案モ一層速ニ具體化ス
ルナラント述ヘタリ

九、次ニ議長ノ指名ニ依リヘンダーソン中佐ハ地名篇ノ處理ニ關シ

略述シ各國ノ地名ヲ正シク綴字スルコトノ困難ナル實況ヲ説明セリ
 又金中佐ハ、英國政府ハ各國政府ニ對シ改訂地名篇ノ送付方ヲ要請
 セシカ未ク全部揃ハス、是等未送付ノ分ニ對シテハ既ニ催促スル所
 アリタリ、又支那ノ地名ニ關シ日本委員ノ助力ヲ求メタル旨報告セ
 シカ、未段ノ事項ニ關シ、日本委員ハ支那及西伯利亞沿海州地名篇
 ハ一先編輯ヲ了シタルカ故ニ近近委員會ニ提出シ得ヘキ旨答ヘタ
 リ
 十、次テ副議長ハ今期作業ノ概要ヲ説明シ、英國信號書ハ純英國側
 ノ見地ヨリスレハ殆ト完成ノ形式ヲ備フルニ至リシカ故ニ今後ニ殘
 レル主要作業ハ英國以外ノ各國信號書ナリト言ヒ、又附録A（省略
 ニ記載セル如ク未決事項ニ關シテハ分科委員會ニテ審理セシムルヲ
 最良ト認メタル旨述ヘタリ
 又視覺信號規程分科委員會ニハ商船界ノ經驗アル代表者ヲ加フルコ

ト最望マシトテ米國委員グレニング氏ノ參加ヲ希望セシカ全委員ハ
 直チニ之ヲ承諾セリ尙副議長ハ英國側ヨリモ全様ノ經驗アル一商船
 士官ヲ出席セシムルコトト成ルヘント言ヘリ
 十一、副議長ハ最後ニ於テ、英國信號書ノA B C順序（即發受信書
 兼用）ニ編纂セラルヘキコトハ殆ト確定スヘキト言ヒ得ヘキモ尙數
 日中ニ更ニ確實ニ報告スル所アルヘント述ヘタリ
 十二、以上諸提案ニ關シ各國委員ハ同意ヲ表セリ而シテ是以上別ニ
 提議ナカリシヲ以テ議長ハ散會ヲ宣セリ
 （了）

萬國船舶信號書改訂會議ニ關スル件

現行萬國船舶信號書ハ一八九九年即チ今ヨリ約三十年前英國商務院ノ編纂ニ係ルモノヲ各國任意ニ翻譯シタルモノニシテ我遞信省ハ明治三十四年翻譯刊行ノ儘今日ニ及ヘリ。從テ各國ノ譯語不統一ニシテ之ヲ國際的ニ使用セル場合往々意外ノ誤解ヲ生シタル實例尠カラズ、加フルニ其ノ内容時世ノ進歩ニ伴ハザルニ至リタレバ之ガ改訂ノ議起リ先年巴里ニ於テ豫備會議ヲ行ヒ更ニ昭和二年華府ニ於ケル國際無線電信會議ノ附帶決議ニ基キ昭和三年十月十六日ヨリ英國主宰ノ下ニ倫敦ニ於テ本會議ヲ開催シ爾來審議ヲ續行シ今五年十二月中旬閉會ノ豫定ナリトス。本會議參加國ハ本邦ヲ初メ英、米、佛、獨、伊、西、諾威ノ八ヶ國ニシテ先ツ英國原案ヲ基礎トシテ信文ノ眞意義ヲ慎重討議シ國際的ニ誤解ヲ生ゼザル如ク有ユル手段ヲ攻究シ更ニ參加各國獨自ノ立場ヨリ見タル必要語句ヲ提案審議シタル外

信號及無線通信規程ノ審議改正、新信號書ニ採用ノ目的ヲ以テ各國語文法ノ研究等ヲ行ヒタリ。新信號書ハ單ニ視覺及音響信號ノミナラズ無線通信ニモ使用シ得ル如ク編纂スル爲メ現行ノモノニ比シ著ク信文ヲ増加セリ。而シテ從來ハ主トシテ船舶間ノ通信ニ限ラレタルガ新信號書ハ無線通信ニ使用スル目的ヲ以テ編纂セラレタル結果用途頗ル擴大シ船舶間ハ勿論航空機、陸上信號所、無線電信所、港務並檢疫官憲、海運業者等ニモ供用スルニ至レリ。本會議ニ參加セシ各國ハ閉會後直ニ本書ノ編纂ニ從事スヘク又華府會議ニ參加セシ國ニシテ本會議ニ委員ヲ參列セシメザリシ諸國ハ英國通信書ノ配付ヲ受ケテ對譯ヲ作製シ昭和九年一月各國一齋ニ實施スル豫定ナリ。本邦ニアリテハ書名ヲ國際通信書ト改メ左記三種六冊ニ分類シテ編纂スルヲ見止ルガ是等ハ昭和八年中ニ各船舶ニ配付スルノ要アルモノトス。

國際通信書 信號篇	上卷 (主トシテ發信用)
全 全	下卷 (主トシテ受信用)
國際通信書 電信篇	上卷 (主トシテ發信用)
全 全	下卷 (主トシテ受信用)
英和對譯 國際通信書 信號篇	(發受信兩用)
英和對譯 國際通信書 電信篇	(發受信兩用)

- A. "VISUAL"
Visual Signalling Instructions
Extract for Visual Volume
2 Flag Signals
Standard Times

Commander Kingman (Chairman)
Captain Naeda
Captain Takahashi
Captain Askim
Lieutenant Urzaltz
- B. "VERBS"
Verbs
Pronouns
Prepositions

Commander Jolly (Chairman)
Commander Ozaki
Commander Desforges
Commander Kiderlen
- C. "INSTRUCTIONS"
Preface
Explanation of System
Coding Instructions

Captain Askim (Chairman)
Commander Seno
Commander Kingman
Commander Cappont
- D. "PRESS"

Captain Naeda (Chairman)
Commander Seno
Commander Garcia
Commander Kingman
Commander Kiderlen
- E. "PROGRESS AND ALTERATIONS"
Progress and Programme of work
Final form of Code
Serating of Delegates' Proposals

Mr Travls (Chairman)
Captain Askim
Commander Ozaki
Commander Cappont

readily assented. He also stated that a British Officer with similar experience would be co-opted to this Committee.

11. In conclusion, Mr Travis informed the Committee that it was practically certain that the British Code would be compiled alphabetically (i.e. Code and Decode in one) but he would confirm this in the course of a few days.

12. Those proposals were agreed to by the Committee, and as no further points for discussion were raised, the meeting was adjourned.

additional room might be allocated in which the Latin sub-committee could work when the committee-room is occupied by other sub-committees. The Chairman promised to do what he could.

7. The French delegate suggested the advisability of comparing the Latin and Teuton codes before the work is completed. With this the Norwegian delegate agreed, and the Chairman requested Mr Travis to look into the matter to see what could be done.

8. The Chairman then asked the U.S. delegate to state what progress he had made in writing the preface and instructions for the Code. Commander Kingman regretted that progress had not been very satisfactory owing to the number of outstanding details, particularly in regard to the use of verbs, and hoped that as the various points were settled, the instructions would more quickly materialise.

9. At the request of the Chairman Commander Henderson gave a brief description of what had been done in regard to the geographical section, and particularly mentioned the difficulty of the correct spelling of place-names to be used. He stated that all countries had not yet answered the invitation of the British Government to send in revised lists, but those outstanding had been hastened. He asked the assistance of the Japanese delegation in compiling a list of places in China, to which Commander Ozaki replied that they had prepared a list of these names and would hand it in shortly.

10. Mr Travis then gave an outline of the work proposed for the present session. He pointed out that the British Code was now in a more or less final form from the purely British point of view and that the chief work which remained was the National Codes of the other delegates. There were also some outstanding matters which he considered could best be dealt with by sub-committees, a summary of which is given in Appendix A.

In regard to the Visual Sub-Committee, Mr Travis observed that it would be very desirable to enlist the services of a representative with experience of the merchant service and invited Captain Grevling to attend, to which Captain Grevling

welcomed the addition of Commander Henderson who was appointed to the Committee from 1st January to deal with the Geographical Section.

3. He informed the Committee that inquiries had been made as to the date on which the work will be completed, and pointed out that the British Government are anxious that it should not be prolonged unduly: on the other hand, since so much time had been spent in compiling this new code, it would be regrettable if it were now rushed to such an extent as to prevent the satisfactory conclusion which is looked for.

4. The Chairman then called on Mr. Travis to explain what had been done since last December.

5. Mr. Travis summarised the work as follows:-

- (a) Revision and reprinting of the British volume (copies of which have been distributed) and a preliminary extract for the Visual Code.
- (b) Qualifications to "E" Groups, i.e. those words which have many meanings in English.
- (c) Reprinting of the Visual Signalling Instructions.
- (d) Revision of the medical section. In this connection particular mention was made of the portion dealing with Quarantine, and it was pointed out that, in order to get this section into convenient shape, it might be advisable for representatives from the committee to be present at the next meeting of the Hygiene Commission in Paris in May.
- (e) Compilation of the code groups for the Radio volume.

6. The Chairman then invited any suggestions or comments from the delegates, and the Italian delegate asked that an

INTERNATIONAL CODE OF SIGNALS COMMITTEE,

Meeting of 1st April 1930

Present:- Chairman:- Mr. W.R. Smith, M.P.
Parliamentary Secretary to the
Board of Trade.

Vice-Chairman:- Mr. E.W. Travis

Secretary and Deputy Vice-Chairman -
Paymaster Commander W.E.H. Jolly, R.N.

Captaine de Corvette } France
H. Pelle Desforges }

Kapitan-Lieutenant H. } Germany
Kiderlen }

Cavittano di Corvette } Italy
Gonto Ferrante Coppola, R.N.I. }
(Asst. Naval Attache)

Captain Masatiti Masuda, I.J.N. } Japan
Captain Isao Takahashi : : }
Commander Chikara Ozaki: I.J.N. }
Commander Tomoyuki Seno, I.J.N. }
Paymaster-Lieutenant-Commander }
Hideo Kawabara, I.J.N. }

Kaptein Per Askin } Norway

Capitan de Corbeta } Spain
E. Garcia Ramirez }
Teniente de Navio }
Alvaro de Urzaiz }

Lieutenant-Commander } U.S.A.
Howard F. Kingman, U.S.N. }
(Asst. Naval Attache) }
Captain P.C. Orening }

Commander P.W.S. Henderson, R.N. } Geographical
Editor }

MINUTES.

In welcoming the delegates on their return from the recess the Chairman said that he hoped they would find the new quarters quite suitable. If the accommodation were found to be insufficient for any reason, he asked that representation should be made to him and he would endeavour to put matters right.

2. He was glad to observe that none of the members of the Committee had been charged since the last session and

(分類 B10.8.0.5)

條約局

海第一八六二號

昭和五年八月廿五日

外務省 通商局長 殿

逓信省 管船局長

萬國船舶信號書改訂會議會期延長ニ
關スル件

本件ニ關シ帝國委員ヨリ左記ノ通り電報有之候ニ付爲念及移牒候
追テ別紙萬信第五號ノ一六寫及送付候條查收相成度候

記

電報譯文

遞信次官宛

信號會議委員發

一、本會議第五期作業豫定ノ通進捗シ不共通語ノ處理ヲ終リ其ノ他重
要ナル審議事項ハ一段落ヲ告ケ本十五日ヨリ總會ヲ休會スルコト

昭和五年八月廿六日
逓信省



遞信省

萬信第五號ノ一六

昭和五年七月廿二日

萬國船舶信號書改訂會議帝國委員

遞信省 管船長 殿

海軍省 軍務局長 殿

寫

會期延長並ニ委員進退ニ關スル件

本會議了時期ニ關シ別紙申號寫ノ通り照會ニ對シ乙號寫ノ回答ニ接シ候條首題ノ件ニ關シ熟議ヲ重ネタル結果取取ヘズ其ノ要旨ヲ電請シタル次第ニ有之候

惟フ二十一月以降ノ總會ニ於テハ極メテ輕易ナル事項ヲ審議スルモノニシテ其ノ内容ニ鑑ミ必ズシモ全員ノ參加ヲ要セズト認メラルルト共

遞信省

ニ時節極經費節約ヲモ考慮シ當地滞在ノ委員編制ヲ最少限度ニ縮少シ歸朝シ得ル者ハ速ニ當地ヲ引揚ゲ内地ニ於ケル本作業ノ準備ニ着手スルヲ有效適切ト認メタルモノニ有之候

而シテ八月上旬又ハ中旬今期總會ヲ休會後九月末迄當委員全員審議事項ノ整理其ノ他重要ナル殘務事項ノ處理ニ當リ次期總會ニ對スル方針ヲ定メタル後之ヲ殘留員タル尾崎、桑原兩委員ニ引繼ギ前田、高橋、妹尾三委員ハ當地ヲ出發歸朝ノ途ニ就ク豫定ニ有之錢ニ電報ノ通り前田、高橋兩委員ハシベリア經由概ネ十月末、妹尾委員ハ會議用務ヲ以テ米國經由十一月下旬歸着致度ニ付右御異存ナケレバ御承認ノ上歸朝指令方可能御取計ヲ得度
右照會ス

此間、妹尾、
而、桑原、
シ、高橋、
也、
也、
也、

追テ委員ノ被免ハ歸朝後適當ノ時期迄保留相成様致度爲念申添候

一 遞 信 省

B-1 3 6 7

02 13

COPY.

乙
非

International Code of Signals Committee.
Royal Courts of Justice.
Strand. W.C.2.

19th July, 1930.

Sir,

With reference to your letter of the 17th July in regard to the future programme of the work of the Committee, I have much pleasure in answering the points you raise as follows:-

1. The International Code of Signals Committee will probably be dissolved on or about the 1st December 1930.
2. The Committee will reassemble on approximately the 1st November 1930 and sit for a period of about three weeks.
3. When the Committee reassembles they will have to discuss:-
 - (a) The translation of final additions.
 - (b) Amend any translations or methods which have proved impracticable under test during the recess. (such as verbs, etc.)
 - (d) Draw up a final report.
 - (d) Make a final scrutiny of the Visual Extract.
 - (e) Make the final revision of Code-Groups as allotted in the British Code and examine the Code as to size.
4. The work will be carried on in Full Committee.

In connection with this matter I should like to state that, in my opinion, the more important work of the Committee will have been completed by the middle of August. During the recess the work may be considered as falling under two headings. Firstly, the delegates will have to review their own codes finally and check and test their translations and the efficacy of the Code as a means of carrying on International correspondence. Secondly, the secretariat of the Committee will be employed on the very laborious task of making up and typing the various de-codes.

- 2 -

There are certain to arise various matters of detail which will require consideration by the Full Committee to bring the whole matter to a conclusion.

I do not consider that it is likely that any matters of policy or real importance are likely to be discussed and it would appear unnecessary that the full delegation should attend this final meeting or be present in London during the recess; nor can I see any objection to the transfer of duties to other representatives of your country if you desire.

You will appreciate, I feel sure, the difficulty of making any accurate forecast of the duration of the work of any International body, but if all goes well I think the programme which I have outlined above will probably be carried out.

I am Sir,
Your obedient servant,

(Signed) E.W. Travis.

The Head of the Japanese Delegation,
Broadway Court,
Broadway S.W.1.

B-1 3 6 7

0214

C O P Y .

JAPANESE DELEGATION,
INTERNATIONAL CODE OF SIGNALS COMMITTEE.

Broadway Court, Broadway.
Westminster. S.W.1.

17th July, 1930.

Mr. E.W. Travis,
Vice-Chairman,
International Code of Signals Committee.

Approximate Date of Official Dissolution
of the Committee.

Sir,

I sent a preliminary report re this subject to my Government some time ago, basing my judgement, in the absence of any definite statement in this connection on your part since the publication of the Committee Report in May, 1929, mostly on the impressions gained by several conversations with you and also by my personal observation of the progress of the work. My impression has been that discussions on important subjects will be finished by the beginning of August, when the Committee will be officially dissolved, leaving some minor business, such as checking of codes, correcting errors etc., to be dealt with thereafter during some time.

If I understand correctly, I gather from my conversations with you of last Friday, that you intend to adjourn the Committee sometime at the beginning of August, in order to give members time to make good their national codes in readiness for further minor discussions and for checking with British and other national Code for which purpose the Committee will reassemble at the end of next October. If this is your intention and you

- 2 -

mean to carry it out I shall have to send a definite report in this connection to my Government in order to secure its understanding as to the extension of our stay in England and the inevitable increase of expenses thereof.

May I ask you in this connection for information with regard to the following items:-

1. Approximate date on which the British Government will officially dissolve the International Code of Signals Committee.
2. The approximate date on which the Committee will reassemble.
3. How long will the Committee continue its sitting after its reassemblage.
4. Syllabus of work for the final session above mentioned.
5. Whether the work of the final session is to be carried on in full committee as at present or in special committee organized on a somewhat lesser scope.

I have the honour to be,

Sir,

Your obedient servant,

Captain, I.J.N.

Chief Delegate.

電送第 8419 號
昭和五年九月十一日

送信者ヨリ存案ニ依
本信ハ九月十日迄
件長官ノ署名ヲ得
上九月十日迄ト
言ナリ

電信課長	主任 條約局長 志	主任 條約局長 志	主任 條約局長 志
件 萬國船舶信號書改訂會議	件 萬國船舶信號書改訂會議	件 萬國船舶信號書改訂會議	件 萬國船舶信號書改訂會議
宛 在 英 松 平 大 使	宛 在 英 松 平 大 使	宛 在 英 松 平 大 使	宛 在 英 松 平 大 使
本 附 第一七五號	本 附 第一七五號	本 附 第一七五號	本 附 第一七五號
送 信 次 官 司 南 橋 達 付 局	送 信 次 官 司 南 橋 達 付 局	送 信 次 官 司 南 橋 達 付 局	送 信 次 官 司 南 橋 達 付 局
七月廿二日附書面ニ関シ	七月廿二日附書面ニ関シ	七月廿二日附書面ニ関シ	七月廿二日附書面ニ関シ
高橋各員帰朝ニ付許可ス	高橋各員帰朝ニ付許可ス	高橋各員帰朝ニ付許可ス	高橋各員帰朝ニ付許可ス

電信課長 (原議用紙甲)

(分類 1510.8.0.5)

電信案

船監第四四一號
昭和五年九月五日

外務次官殿 遞信次官

萬國船舶信號書改訂會議ニ派遣ノ帝國
委員一部歸朝方ノ件

本件ニ關シ在英帝國委員ヨリ申越ノ次第(萬信第五號ノ一六)ニ關シ
テハ八月廿五日附海第一八六二號ヲ以テ當省管船局長ヨリ貴省通商局
長宛及移牒置候處前田、高橋及妹尾三委員ノ引揚方ニ付テハ該會議ノ
狀況ニ鑑ミ差支無之ト被認候條同會議ニ於ケル帝國委員中右三名ハ近
ク會議地ヲ引揚ケシムル旨英國政府ヘ通知方可然御取計相成度尙高橋
委員歸朝指令方ニ付テハ貴省ニ於テ併テ御取計相成度此段申進候



條約局

昭和五年九月五日 遞信省 接受

一九三〇年八月九日

萬國船舶信託書改訂會議總會記事摘譯

副議長トラビス氏主宰シ各國委員一同出席ス

最初副議長ハ作業ノ經過ヲ概述シ、各種語句、各種信號並信號規程等ニ關スル審議既ニ結了シ殘レルハ唯是等ノ精査檢討ノミト成レリト雖此事タルヤ決シテ輕視スルヲ許サズト述ベタル後各國委員中委員會ヲ離レテ歸國スル者ヲ披露セシガ帝國委員側以外ニ於テハ幹事ジョーリ

主計中佐、米國キングマン少佐及獨國キデルレン少佐ナリ但シ獨國委員ニ關シテハ、獨國政府ガ最終會期中特ニ同少佐ヲ派遣センコトヲ希望スト述ベタリ

次ニ副議長ハ歸國或ハ轉職スル各國委員ノ在任中ノ努力ニ對シテ夫々適切ナル謝辭ヲ述ベシガ就中帝國委員ニ關スルモノヲ摘記スレバ左ノ如シ

(分類B10.8.0.5)

日文送信
名目三番
アリトシ

萬信第六四号

昭和五年九月拾日

萬國船舶信託書改訂會議帝國委員

外務省條約局長殿

萬國船舶信託書改訂會議事錄送付ノ件

八月九日(總會休會前)ノ總會議事錄并ニ其ノ摘譯送付ニ及ビ候追テ各委員ハ目下審議濟ノ諸事項ヲ整理シ次期(第七期)總會ニ對スル準備ヲ整ヘ居リ候

昭和五年九月二十日
南井三郎
昭和五年九月廿日 接受



精査及譯語ノ改訂ニ從事スベク其ノ結果トシテ相當多數ノ加除
 改訂發見サルベク又細目ニ關シ審議ヲ要スベキ事項モ若干生ズ
 ベキ見込ナリ

是等ノ事項ハ時々報告ヲ受ケテ各委員ノ回覽ニ附スベク最終ノ
 報告ハ十月十五日以前ニ幹事宛送付サレンコトヲ希望スト述ベ
 タリ

尾崎委員ハ再會期日ノ十一月十五日頃トアルハ豫テ副議長ヨリ
 談話アリシ十一月一日ヨリ後ルルコト半箇月ニシテ稍意外ナリ
 ※ト述ベシガ他ノ委員ハ十一月中旬以前ニハ如何ニ急グモ準備
 間ニ合ハズト述べ、結局最終ノ報告ハ十月二十日迄ニ送付スル
 コト、再開期日ヲ十一月十七日トスルコトニ議決セリ

六、次ニ副議長ハ書類ノ整理ニ言及シ左記ノ書類ハ近々活版ニ附シ
 テ各委員ニ配付ノ豫定ナリト述べタリ

日本委員ガ日本語ト他國語トノ相違ニ關シテ極端ナル困難ヲ感ジツツ
 アルコトハ委員會ノ夙ニ痛感シツツアル所ナリシガ前田大佐ガ此間ニ
 處シテ裁斷宜シキヲ得日本信號書用語ノ要求數極テ妥當ナリシコト
 ト、同大佐ノ試験通信分科委員會委員長トシテノ功績トヲ併セテ特ニ
 感謝セザルベカラズ所ナリ

尙高橋委員ノ船舶關係事項ニ關シ、又妹尾委員ノ無線通信規程ニ關シ
 テ多大ノ助力アリシコトニ對シテハ茲ニ厚ク感謝ス云々

諸國委員ハ以上副議長ノ述べタルコトニ對シ全委員ヲ代表シテ贊同ノ
 意ヲ表セリ

「註」
 議事録
 以下英字項目番號ヲ逐ヒ記述ス

四、五 次テ副議長ハ最終會期ノ作業ニ言及シ、委員ノ集合ハ十一月
 十五日頃ノ豫定ナルガ各國委員ハ其ノ間ニ於テ自國信號書ノ



<p>九、 獨國委員<small>倉</small>ハ副議長ノ作業經過概要説明中各國ヨリ提案セル語句ヨリ視覚信號用ニ選用スベキモノノ選擇ニ關シ説明洩レタリト述ベタリ</p>	<p>八、 英國ヲ除ケル各國受信書（註、日本ハ羅馬字ヲ以テ記載セルモノ）ハ「タイプライター」ニ附シテ交付スベク最初ハ專問篇及一般用語篇ニ於ケル各語句ノ頁番號ノミヲ附記シ置キ最終會期終了後符字ヲ附與スル豫定ナリ</p>	<p>七、 地名信號ニハ視覚信號用符字ヲ配當シ、各地名ニ對シ其所屬國名ヲ「イタリック」ニテ傍記ス</p>	<p>六、 英國信號書無線篇草案（赤表紙）ヲ近々活版ニ附シ各委員ニ附シテ追テ配付スル筈ナリ</p>	<p>五、 通信文作成法、動詞其他特殊諸表、及醫療篇<small>ヲ</small>モ加ヘアリ尙英國トシテ受信用ノミ<small>ニ</small>使用スル語句ヲ繼メタルモノヲ別ノ印刷物トシテ追テ配付スル筈ナリ</p>	<p>四、 配付スル豫定ナルガ右印刷物ニ於テハ、視覚信號用ニ選用スベキ語句ニ記號ヲ附シアルモ從來ノ如ク專問用語句又ハ一般用語句ニ於ケル各語句ノ頁番號ヲ附記シアラズ尙右印刷物ニハ符字</p>	<p>三、 英國信號書無線篇草案（赤表紙）ヲ近々活版ニ附シ各委員ニ附シテ追テ配付スル筈ナリ</p>	<p>二、 地名信號ニハ視覚信號用符字ヲ配當シ、各地名ニ對シ其所屬國名ヲ「イタリック」ニテ傍記ス</p>	<p>一、 一字信號</p>	<p>視覚信號規程</p>
--	--	--	---	---	--	---	--	----------------	---------------

<p>九、 獨國委員<small>倉</small>ハ副議長ノ作業經過概要説明中各國ヨリ提案セル語句ヨリ視覚信號用ニ選用スベキモノノ選擇ニ關シ説明洩レタリト述ベタリ</p>	<p>八、 英國ヲ除ケル各國受信書（註、日本ハ羅馬字ヲ以テ記載セルモノ）ハ「タイプライター」ニ附シテ交付スベク最初ハ專問篇及一般用語篇ニ於ケル各語句ノ頁番號ノミヲ附記シ置キ最終會期終了後符字ヲ附與スル豫定ナリ</p>	<p>七、 地名信號ニハ視覚信號用符字ヲ配當シ、各地名ニ對シ其所屬國名ヲ「イタリック」ニテ傍記ス</p>	<p>六、 英國信號書無線篇草案（赤表紙）ヲ近々活版ニ附シ各委員ニ附シテ追テ配付スル筈ナリ</p>	<p>五、 通信文作成法、動詞其他特殊諸表、及醫療篇<small>ヲ</small>モ加ヘアリ尙英國トシテ受信用ノミ<small>ニ</small>使用スル語句ヲ繼メタルモノヲ別ノ印刷物トシテ追テ配付スル筈ナリ</p>	<p>四、 配付スル豫定ナルガ右印刷物ニ於テハ、視覚信號用ニ選用スベキ語句ニ記號ヲ附シアルモ從來ノ如ク專問用語句又ハ一般用語句ニ於ケル各語句ノ頁番號ヲ附記シアラズ尙右印刷物ニハ符字</p>	<p>三、 英國信號書無線篇草案（赤表紙）ヲ近々活版ニ附シ各委員ニ附シテ追テ配付スル筈ナリ</p>	<p>二、 地名信號ニハ視覚信號用符字ヲ配當シ、各地名ニ對シ其所屬國名ヲ「イタリック」ニテ傍記ス</p>	<p>一、 一字信號</p>	<p>視覚信號規程</p>
--	--	--	---	---	--	---	--	----------------	---------------

IMPERIAL JAPANESE NAVY.

諸國委員が英國無線篇ト爾餘各國無線受信書（前項参照）トハ
頁毎ニ合致スル如ク成リ居ルヤトノ質問アリタルニ對シ副議長
ハ然ラズ前者ハ活版印刷物ナルニ後者ハ「タイプライター」ニ
附セルモノナル故右ノ如ク成ル能ハズト答へ、結局右兩種印刷
物ノ對照ニ使ナラシムル何等カノ處置ヲ取ルコトニ協定セリ
十、副議長ハ委員會ノ最終報告ノ資料ヲ來十月二十日迄ニ送付アラ
バ欣幸ナル旨述べタリ
十一、現任幹事ジョーリー中佐ガ最終會期ニ入ル前ニ會議ヲ去ル事實
ニ鑑ミ副議長代理及幹事ヲ選任スルノ必要アリ
諸國委員アスキム中佐ヲ副議長代理ニ、伊國委員伯爵カボニ少
佐ヲ幹事ニ依頼シタキ旨勅諭シ全委員ノ一致贊同ヲ得タリ
一九三〇年八月十二日
幹事 ダブリユ、イー、エツチ、ジョーリー（署名）

page. The Vice-Chairman replied that this would not be so, as one would be in print and the other in typewritten form. It was finally agreed that on the typewritten form there should be inserted some easy means of referring to the English Radio Code.

10. The Vice-Chairman stated that he would be very grateful if members would send their suggestions for incorporation in the final report of the Committee not later than the 20th October.

11. In view of the fact that Commander Jolly will be leaving before the next Full Committee meeting it was necessary to appoint a Deputy Vice-Chairman and a Secretary. The Vice-Chairman proposed that Commander Askim should be appointed as Deputy Vice-Chairman and Count Gajpond as Secretary. These appointments were unanimously agreed upon.

(Sgd.) W.K.H. JOLLY
Secretary.

12th August, 1930.

The Visual Signalling Instructions.

The Single Letter Signals, arranged in alphabetical order.

Appendix A. Ship and aircraft distress signals.

Appendix B. Pilot signals.

Appendix C. Quarantine signals.

Appendix D. Towing signals.

The following were being sent to the printers shortly and would be issued in due course:-

Explanation of Compilation and Instructions for the Use of the Code.

Geographical Section.

3-letter signals, arranged in alphabetical order.

7. The visual code groups would be inserted in the Geographical Section. The country would be printed in italics alongside each place-name.

The revised edition of the English Radio Code "the pink Book" which is now being prepared will be printed instead of typewritten. It will show the words required for the Visual Extract but will not show the Section and G.V. numbers. It will contain the coding instructions, verbs and other special tables, and the Medical Section. At a later date and as a separate document will be issued (in print) that part of the Radio Code required for the English Decode.

8. The decodes for the other editorial editions will be issued in typewritten form. In the first place the G.V. and section numbers will be inserted and finally, after the November meeting, the code-groups.

9. Commander Kiderlen pointed out that in reviewing the work which still remained to be done the Vice-Chairman had not mentioned the National Visual Extracts.

Captain Ashim, Norway, asked whether the English Radio Code and the National Decodes would be similar, page for

for the very valuable and loyal assistance he had given at all times. Captain Askim, on behalf of the delegates, wished to endorse those remarks of the Vice Chairman.

4. The Vice-Chairman then proceeded to make a statement in regard to the work remaining and said that there would now be a final opportunity for a revision of the translations, for an examination of the National Codes, and for an exchange of Text Messages.

5. For the secretariat there remained the very heavy task of preparing the final documents, which would amount to about 8,000 pages of typewritten matter in addition to that which would be printed.

From these operations there would undoubtedly arise many items which would require amendments, additions and deletions, and some discussion as to details. He proposed that the final list of all such matters should be forwarded to the secretary not later than the 15th October, in order that they might be circulated to the various members of the Committee in time for the final discussion which he proposed should commence about the 15th November. Commander Ozaki remarked that 15th November was a later date than he had expected for the final meeting. The remaining delegates, however, all considered that the middle of November was the very earliest at which they would be ready and it was ultimately agreed that all matters for discussion should be sent in by the 20th October and that the final meeting should commence on Monday, 17th November.

6. The Vice-Chairman then went on to explain the documents now remaining to be issued and in course of preparation. He said that the following would be issued to the delegates in printed form very shortly:-

Germany, was also being relieved in order to take up a reagoing appointment but he hoped that the German Government would be able to spare him to attend the final meeting.

2. The Vice-Chairman thanked Captain Maeda, on behalf of the Committee, for his very valuable work in connection with the Test Message Sub-Committee, and especially for the extremely reasonable demands put forward by the Japanese Delegation for their National Code. The Committee appreciated the extreme difficulty they had to contend with in view of the difference between the Japanese language and those used for the other editorial editions. He thanked Captain Takahashi for his assistance in connection with the Ships' Business section and Commander Seno for his help with the Visual Signalling Instructions. Next he thanked Commander Kingman, on behalf of the Committee, for the assistance he had given them in regard to the extract for the Visual Code and for his work as chairman of the Visual Signalling Instructions Committee. He added his personal thanks to Commander Kingman for the way in which he had come to his assistance at any time when he had been hard pressed. He then thanked Commander Kiderlen, on behalf of the Committee, for the very valuable assistance he had given to the Verbs Sub-Committee.

3. He informed the Committee that the Deputy Vice Chairman and Secretary, Paymaster Commander W.E.H. Jolly, R.N., would be leaving the Committee shortly, in order to take up an appointment abroad and although Commander Jolly was not present he wished to express to him formally the thanks of the Committee for the very smooth way in which the work of the Committee had run, and particularly for his work as Chairman of the Verbs Sub-Committee which had had such a difficult task and had come to such satisfactory conclusions. He also wished to express his personal thanks to Commander Jolly

INTERNATIONAL CODE OF SIGNALS COMMITTEE.

9th August 1930.

Present:-

Vice-Chairman - Mr. E. V. Travis,

Capitaine de Frigate H. Pelle Desforges

France.

Kapitän-Leutnant H. Kiderlen

Germany.

Capitano di Corvetto Conte Ferrante

Italy.

Gaponi, R.M.I.

Captain Masaki Maeda, I.J.N.)

Captain Isao Takahashi)

Commander Onikara Ozaki, I.J.N.)

Commander Tomoyuki Seno, I.J.N.)

Japan.

Kaptein Per Askim

Norway.

Captain de Corbeta E. Garcia Ramirez)

Teniente de Navio Alvaro de Urzaiz)

Spain.

Lieutenant-Commander Howard P. Kingman, U.S.N.

U.S.A.

MINUTES.

In making a review of the present position in regard to the Code and the future course of the Committee's work, the Vice-Chairman said that the Committee had now completed the discussion of the translation of the various words and phrases suggested for insertion in the Code and had settled all points regarding policy, such as the Visual Signalling Instructions, the Verbs, Quarantine Signals, etc. There only remained, therefore, the assembly and revision of what had been done. Although this could not be considered in any way a light task he understood that some members of the delegations would shortly be going home and would not return to the Committee, namely:- Captain Masaki Maeda, I.J.N., Captain Isao Takahashi, and Commander Tomoyuki Seno, I.J.N., from the Japanese Delegation, and Lieut. Com. Howard P. Kingman, U.S.N., from the U.S. Delegation. Lieut. Com. Kiderlen,

寫送先

會文人情條通歐亞
計書事化報約商米細亞

次大臣
官

電信課長

(分類 10.8.0.5)

昭和5 一七七八三 平 倫敦 十二日後發 條二
幣原外務大臣 本省 十二月十二日後着
本日調印了シ會議閉會ヲ告ク 信號會議

柔原

外務省

分類 10.8.0.5

昭和五年十一月二十四日
海軍省軍務局第二課
前田海軍大佐
外務大臣官房御中

本小包ハ萬國船舶信號書改訂會議記念メダル在中ノモノニ付便宜在
中華民國石射猪太郎氏宛御送附相成度願上候

文書課

發送係

昭和五年十一月廿五日

海軍

有附屬物

昭和三年乃至五年
倫敦ニ於テ開催ノ
萬國船舶信託書改訂會議報告書
(翻譯)

萬信第一〇〇号
昭和五年十二月十二日
在倫敦 萬國船舶信託書改訂會議帝國委員
外務次官殿
會議閉會ノ件報告
豫而當地ニ於テ開會中ノ本會議ハ豫定ノ通進抄シ本日商務院ニ於テ最
終報告ニ調印ヲ了シ茲ニ二ヶ年有餘ニ亘リシ會議閉會ヲ告ゲタリ
(別紙最終報告並譯文添)
海軍次官
(報告先 遞信次官)

條約局



昭和六年四月廿一日

別紙添付

記

B-1 3 6 7

0227

IMPERIAL JAPANESE NAVY.

萬國船舶信託書改訂會議報告書

一、一九二七年華府ニ於テ開催ノ國際無線電信會議ニ於テ英國政府ハ國際信託書編纂ニ關スル提案ヲ爲セリ右提案ハ主權トシテ同會議ノ容認ヲ得タリシガ編纂ノ大專業ヲ同會期中ニ完了スルガ如キハ到底不可能ナリシヲ以テ同會議ハ關係諸國代表者ノ協力ノ下ニ英、佛、伊、獨、日、西及「スカンジナビヤ」語ノ一種計七ヶ國語ヲ以テ表セル七種ノ信託書ヲ編纂スルノ專業ヲ英國政府ニ委任セリ。瑞諾兩國政府ハ協議ノ上階級語ヲ以テ「スカンジナビヤ」語ヲ代表スルコトニ決定シタリ

二、英國政府ハ前記ノ責務ヲ受諾シ關係諸國ニ對シ編纂委員タルベキ代表者ヲ倫敦ニ派遣センコトヲ要請セリ右各國委員ハ一九二八年十月十六日集合セシガ其ノ當時ノ編制左ノ如シ

IMPERIAL JAPANESE NAVY.

議長	英國商務院政務次官	H. G. WILLIAMS
副議長	英國海軍主計中佐	E. W. FLEWIS
幹事兼副議長代理	英國海軍主計中佐	W. E. H. JOLLY
佛國委員	海軍中佐	F. BION
獨國委員	海軍少佐	H. KIDERLEN
伊國委員	海軍大尉 伯爵	Ferrante Capponi
日本委員	大使館一等書記官	石射猪太郎
同	海軍大佐	前田政一
同	逓信局技師兼海員審判所審判官	高橋 功
同	海軍中佐	種波常三郎
同	海軍少佐	尾崎主税
同	同	佐藤源藏
諸國委員	海軍中佐	Per ASKIN

西國委員	海軍中佐	Don Jose Conchillo
米國委員	海軍少佐	H. F. Kingman
同	船舶院歐洲部監督官	Captain P. C. Grening
其ノ後委員會ニ左記ノ異動アリ		
議	長	一九二九年九月下院議員 M. P. Smith 君ウキリアムス
		君ニ代リ商務院政務次官ニ就任ト同時ニ議長ニ就任ス
副議長代理		一九三〇年十月ジョーリー主計中佐海上勤務ニ轉ズ
		ルニ當リ諸國委員アスキム中佐副議長代理ニ就任ス
幹	事	一九三〇年十月伊國委員海軍少佐カボニ伯爵ジョーリー主計中佐ニ代リ幹事ニ就任ス
佛國委員		一九二九年一月ビヨン中佐解任、H. Pelie Deschaux-Forbes 海軍少佐之ニ代ル

日本委員	一九二九年九月石射、難波、佐藤各委員解任、大使
	前一等書記官中山謙一君、海軍少佐妹尾知之君、海軍主計少佐桑原秀雄君之ニ代ル、一九三〇年九月前田、高橋及妹尾各委員歸國ス
西國委員	一九二九年一月キヤンチイロ少佐解任海軍少佐 M. Moreu 君之ニ代リ、同年三月同君解任、海軍少佐 Garcia Ramirez 君之ニ代ル。同年八月海軍大尉 Don A. de Urzain 君次席委員トシテ西國委員會ニ加入ス
米國委員	一九三〇年キングマン委員歸國ス
三、本報告書ニハ左記ノ通附録ヲ添付ス	
附録第一	萬國船舶信託書沿革略史
附録第二	一九二七年華府ニ於テ開催ノ國際無線電信會議報告ニ

シテ本改訂會議ノ成立ニ關係アル事項ヲ含ム
附錄第三 改訂國際信號書ニ採用スル各旗號ノ寸法及様式ヲ示ス モノ(十九頁參照)
附錄第四 英國版一九三一年版國際信號書第一篇視覺及音響信號 之部
附錄第五 英國版一九三一年版國際信號書第二篇無線電信ノ部

無線電信ノ構成
四、華府國際無線電信會議ニ於テ改訂信號書ハ第一篇視覺信號之部、 第二篇無線電信之部ナル二篇ヨリ成ルベキモノナルコトヲ決定セリ
無線電信篇ハ視覺信號ノ如ク旗號ノ制限ヲ蒙ラザルガ故ニ視覺信 號篇ヨリモ一層滑輪ナルヲ得ベシ故ニ編纂會議ハ無線電信篇ノ編纂 ヲ前ニスルコトニ決定セリ
無線電信編纂ニ關スル作業ヲ説明スルノ便宜上之ヲ
(一) 基準タル無線電信篇ノ編纂即海運並航空ニ關係アル語句ノ選擇 及
(二) 基準タル無線電信篇ヲ他ノ六ヶ國語ニ翻譯シ、七ヶ國語版ニ於 テ同一符字ガ同一意義ヲ有スル如クナラムコトニ關スル作業 ニ分チ記述セントス

B-1 3 6 7

0230

ベキ語句ヲ各種専門篇並其執ニテモ附屬シ難キ語句即チ一般用語篇ニ分類セリ而シテ是等各篇ヲ起草スルニ當リテハ商務院管船局ト十分ナル協議ヲ遂ゲ又各種海運業者及英國高等海員協會ノ代表者ヨリ組織セル私設顧問委員會ト密接ナル連絡ヲ取レリ委員會ハ右ノ如クニシテ英國委員ノ準備セル各篇ヲ綿密ニ校對審議シ之ガ用途ヲ擴大スル爲非常ニ多數ノ語句ヲ追加セリ

英佛國委員デフォルジ海軍中佐ノ保留事項参照

基準タル無線電信篇ノ編纂

五、本篇編纂ノ目的上本會議ハ本篇ガ主トシテ船舶、航空機、陸上無線電信所、及船舶又ハ航空機ト港務當局、檢疫官廳、船舶代理店等ノ陸上官憲營業者等トノ間ニ使用セラルルモノナルコトヲ想定シ此方針ノ下ニ事務ヲ進メタリ故ニ本篇ハ決シテ現行ノ商業用電信暗號書ト競争シ又ハ之ニ代ラントスルガ如キ目的ノモノニアラズ但シ共通ノ商業用電信暗號書ヲ使用シ居ラザル地方ニテモ船舶ト船主、代理店修理工場間^{等ト}ノ通信ヲ可能ナラシムル爲若干ノ通信文ヲ挿入シ置ケリ

六、七ヶ國語ヲ以テ無線電信篇ヲ編纂スルニ當リテハ基準タル國語ナカルベカラズ而シテ本會議ハ華府會議ノ通譯ニ基キ英語ヲ基準語トシテ採用セリ從テ英語版電信篇ヲ起草スルコト必要トナリシガ之ガ起草(並ニ^後ニ至リテ他ノ六ヶ國語ニ翻譯ス)ノ便宜上、包含セラル

佛國委員デフォルジ海軍中佐ノ保衛事項参照

七、部冊ノ大サニ制限アル無線電信暗號書ニ採用スベキ語句ノ審議ハ決シテ容易ニ非ズ況ヤ其目的國際間ニ使用セントスルモノニ於テハ其困難一層大ナルモノアリ何トナレバ一國語ニ於テ常用セララル語句モ他國語ニ於テハ稀エノミ使用セララル語句ヲ以テ翻譯セザルベカラザルガ如キ場合アレバナリ本篇ノ編纂ニ當リテハ右ノ如キ事情ニ多大ノ考慮ヲ拂フヲ要セリ一國ノ信號書ニハ一見有用ナラザル語句ガ他ノ一國又ハ數國ノ信號書ニ挿入シアルガ如キ多クハ前記事項ニ基クモノナリ

或國語ニ於テ特殊ノ意義ヲ有スルガ如キ語句ハ極力之ヲ排除シ又ハ其ノ語法ヲ修正シテ一般的使用ニ適セシムルコトニ努力セリ

八、本篇中度量衡單位トシテ英國式並米式ヲ採用セリ並シ是等兩式ニ依リ有ラユル要求ニ應ジ得ベシト認メタレバナリ

九、華府會議ノ提案ニ基キ英國政府ハ國際航空委員會 (COMMISSION Internationale de Navigation) ヨリ國際信號書ニ挿入ヲ希望スル航空關係ノ緊急重要信號並語句表ヲ受領シ是等ヲ信號書ニ編入セリ

十、國際公衆衛生事務局 (Office Internationale Hygiene Public) ハ本篇ノタメ極度並衛生館及極テ完全ナル症狀申告法ヲ編纂シ當委員會ニ多大ノ助力ヲ與ヘタリ症狀申告法ハ醫師ノ來診ヲ受クル能ハザル船所ニシテ無線電信ニ依リ他ヨリ醫療上ノ^{報告}ヲ乞ハントスル場合ニ極テ有用ナルベシ一九三〇年巴里ニ於テ右衛生事務局ノ會議開會中衛生事務局ノ提案ニ對スル當委員會ノ處理正當ナルヲ確保スル目的ヲ以テ副議長トラピス君及佛國委員デフォージ少佐ハ右會議ノ一部ニ參加セリ

十一、氣象通信ニ必要ナル語句ハ概要氣象通報委員會 (COMMISSION for Synoptic Weather Information) ノ機構ニ成レルモノナリ

以テ現ニ國際的ニ使用セラルルモノト同一ナリ

續
譯

十二、委員會ノ他ノ任務即基準語版ヨリ他國語ヘノ翻譯ハ基準語版ノ
編纂ヨリモ遙ニ困難ナリキ實ニ翻譯ナル語ハ本會議ノ直面セル作業
ノ實際ヲ正確ニ表スニ不十分ナリ抑翻譯トハ一國語ヨリ成ル完全文
章ヲ他ノ國語ニ於ケル了解可能ノ文章ニ變ズルコトヲ意味然ルニ本
會議ハ本篇ノ目的ヲ達成スルタメ其程度ヨリ更ニ數歩ヲ進メザル
ベカラザリキ即基準國語ノ各語句ヲ各國語ニ正確ニ翻譯スルハ勿論
更ニ進ンデハ一國語ヲ以テ起案セル通信文ヲ逐々語符字化シタルモ
ノヲ受信セル場合七ヶ國語版ノ孰レカニ依リ解讀スルモ了解シ得テ
決シテ疑義ヲ生ゼザラシムルガ如キ或種ノ方法ヲ案出セザルベカラ
ザレバナリ本報告中茲ニ述ブルガ如キ作業ヲ表スニ翻譯ナル語

ヲ使用シアルモ是以上適切ニ作業ノ實際ヲ表スベキ語ヲ見出し得ザ
レバナリ

一國語ニテ逐語符字化セル通信文ヲ他國語ニテ解讀セル場合、文法
上正確ナル文章ヲ成スガ如キコトヲ期待スルコトノ無理ナルハ作業
ノ最初ニ於テ既ニ看取セラレシ所ニシテ委員會ハ基準國語ニテ準備
セル語句ヲ翻譯シ且國際通信ニ際シ通信文ノ趣旨ヲ解セシムルガ如
キ方法ヲ案出センコトヲ以テ目的トセリ斯ル目的ニ對シテハ辭書ハ
效用極テ不十分ニシテ之ヲ使用スルニ當リテハ多大ノ見識ヲ要ス過
去二ヶ年間ノ經驗ハ各語句ヲ逐語説明シ檢討スルコトノ絕對ニ必要
ナルコトヲ決定的ニ實證セリ

十三、信號書ノ目的ニ對シテハ語句ヲ翻譯スルニハ其普通ノ意味若ハ
海上用語トシテノ意味ノミヲ採ルヲ必要トス斯ル意味ヲ説明シ且各
國委員ガ同一ノ意味ヲ採ルコトヲ確保スル目的ヲ以テ一般用語ヲ

審議スルニ際シテハ毎語句ノ用例ヲ明カナラシムル完全文章ヲ編起
 草シ参考ニ資セリ各國委員ハ豫メ右ノ文例ヲ周到ニ研究シタル上毎
 語ヲ十分ニ審議セリ翻譯作業中ニ遭遇セル主要ナル難點ノ性質及之
 ヲ處理スルタメノ本會議ノ手段ニ至テハ「信號書使用法説明」中ニ
 明ナルヲ以テ此處ニハ再說スルヲ避ケタリ
 本會議トシテハ信號書ヲ可及的簡單ナラシメ翻譯上ノ難點モ複雑ナ
 ル手段ニ依ラズシテ解決スルヲ方針トスルト同時ニ信號書ガ同一國
 民間ノ通信上大ニ使用セラルベキコトヲ常ニ念頭ニ置キタリ
 十四、一語ニシテ數個ノ意義ヲ有スルコトニヨル困難（信號書使用法
 説明参照）ニ加フルニ一短句ヲ一意義ニ制限スルニ就テモ亦困難ヲ
 感ズ英語ニ於テ殊ニ然リトス例ハバ Ready by 〃ノ如キ短句ハ一
 見極テ無難ニシテ信號書用トシテ有用ト思ハルルモ英語トシテハ次
 ニ示スガ如キ二個ノ別種ノ用途ヲ有ス

• I can be ready by 3 o'clock (一三時ニ準備成ル)

• Ship can only be got ready by increasing number of men
 at work (一ニ依リテ準備成ル)

右ノ如キ困難ハ往々看過セラレ易シ委員會ハ時間ノ許ス限之ヲ討究
 シ且之ニ對シテ手段ヲ備フルニ有ラユル注意ヲ拂ヘリ

英語ハ又極テ同意語ニ富ム

(イ) Quay, Jetty, Wharf, Pier 及 Mole (棧橋、埠頭ノ意)

(ロ) Channel 及 Fairway (水路、航路筋ノ意)

(ハ) Tide 及 Current (潮汐、潮流ノ意)

(ニ) Head & Bows (船首ノ意)

此種ノ語ヲ翻譯スルハ困難ナリ

例ハバ

• Tide 〃ハ潮汐ノ昇降又ハ之ニ因スル潮流ヲ意味シ

他方
 ・ Current ・ ハ水ノ場合ニモ空氣ノ場合ニモ等シク適用セラ
 ルガ如シ。
 短文ノ構成ニハ同意語中翻譯上ノ困難少キモノヲ採レリ
 例ハバ
 ・ Channel ・ ノ如キハ英語トシテ必須ノ語ニシテ信號書ヨリ削除
 シ難キモ差支ナキ限、 Pathway ・ ヲ使用セルガ如キ是ナリ
 他ノ陷穽ノ一例ハ、 Up ・ 及、 Down ・ ニ於テ之ヲ認ムベシ是等ハ一
 見極テ正反對ノ意義ヲ有スルモノノ如キモ、 Slow up ・ 及、 Slow
 Down ・ (減速スノ意) ナル句ハ意義全然同一ナリ

英語以外ノ六ヶ國語版ノ編纂
 十五、英語以外ノ六ヶ國語版信號書ハ英版草案ヲ翻譯セルモノノ中ヨ
 リ撰擇シ斯ヲ得タル草案ヲ他國版ト比較セル上更ニ追加ヲ必要ト認
 ムル語句アル場合該委員ハ英版草案ノ場合ト同様ノ處理方法ニ依リ
 審議ヲ準備セリ
 英版信號書編纂ニ關スル最初ノ意圖ハ之ヲ發信ノ部及受信ノ二部ニ
 分ツニアリタリ是斯クノ如クスルトキハ夫々發信受信ヲ容易ナラシ
 ムベシト思考セラレタレバナリ然ルニ他國政府ニ於テ其ノ受信篇中
 譯語ト共ニ原案タル英語ヲモ並記スルノ希望アルヲ知リタルヲ以テ
 初志ヲ放棄セリ右ノ如ク受信篇ニ自語ト英語トヲ並記セントスルハ
 受信篇ヲ以テ英語版發受信篇ニ代用シ且原語トノ比較ニ依リ通信文
 誤譯ノ機會ヲ最少ナラシメントスルニアリ而シテ此目的ニ對シテハ
 英版ヲ編纂スルニハ其符字並之ニ對スル意味ヲ執レモアルフアベツ

ト文字順ニ配列スルコト全然必要ナリ其結果英版信號書ハ發受信兼用ノモノトナルナリ

十六、本會議ノ知ル範圍ニ於テハ此種事業ノ企テラレシハ實ニ今回ヲ以テ嚆矢トス、會議ノ遭遇シ且其決定ニ影響ヲ及ボセシ困難ノ多クハ悉クハ本信號書使用者ノ眼ニ映ゼザルベシト雖、使用者ハ國際的信號書ニ於テハ一國語ニ於ケル特殊ノ要求ヲ常ニ最便利ニ満足セシムルコトノ必ズシモ可能ナラザルコトヲ銘記セザルベカラズ

七ヶ國語版草案ヲ試驗通信文ノ交換ニ依リテ徹底的ニ検査スルコトハ不可能ナリシモ草案尙未ダ「タイプライター」寫字又ハ索出一「カード」ノ形式ニ在リ且毎語句ニ對シ未ダ符字ヲ配當セザリシ時機ニ於テ困難ト多大ノ勞力ヲ以テ右ノ如キ検査ノ一部ヲ試ミタリ會議トシテハ各國版ノ校正済印刷版出來ノ上全般ニ亘リ最終的比較検査ヲ加ヘ且多大ノ試驗通信文ヲ交換シタキ希望ヲ有シタリシモ之ガ

實施ハ尙數ヶ月ヲ待タザルベカラザルノミナラズ實施ノ結果恐ラク多數ノ疑點ヲ發生シ之ガ討議ノ爲會期ヲ延長シ引イテハ新信號書實施期日ヲ著シク遅延セシムルニ至ラムコトヲ虞レタリ
試驗通信文ノ交換ニ依ル検査ノ結果トシテ對外通信ニ於テハ通信文ノ形式簡單ニシテ短カク且終止點其他ノ句讀點ニ依リ之ガ意味ヲ明瞭ナラシムルコトノ必要ナルコト判明セリ

視覚信號篇ノ編纂

十七、無線電信篇ノ編纂了ルヤ委員會ハ其中ヨリ視覚信號篇ニ必要ナル語句ヲ抽出シ且視覚信號ニノミ有用ナルベキ幾多ノ語句ヲ之ニ追加セリ

十八、以上ノ外會議ノ處理セル事項左ノ如シ

視覚及音響信號規程

(一) 華府會議ノ起草セル視覚信號規程ヲ專門的方面ヨリ審議スルハ當
 會議ニ委託セラレシ權限ニ屬スルトハ思考セザリシモ各條項ニ亘
 リ慎重審議ノ上翻譯シ又前會議ニ於テ看過セラレタリト認メラル
 ル事項ニ關シテ些少ノ追加訂正ヲ加ヘ尙翻譯作業ノ結果判明セル
 疑義ヲ除クタメ言葉違ヲ若干變更セリ、是レ華府會議ニ於テ可決
 セラレシ信號規程最終草案ハ英語ニテ記載シアルヲ以テ他ノ六ヶ
 國語ニ之ヲ翻譯スル迄以上ノ疑義判明セザリシナリ

信號 旗 旋

(二) 華府會議ニテ決定セシ旗旋圖式ニハ各旗旋ノ寸法ヲ附記シアリシ
 モ今回此ヲ省略シ別ニ各旗旋ヲ大中小三種ノ大サニ表シ其寸法ヲ
 示セル圖形ヲ準備セリ寸法書ヲ信號書中ニ掲載スルハ不必要ト認
 メラレシガ故ニ之ヲ本報告書附錄(附錄第三)トシテ添付セリ右

寸法書ヲ新信號書ト共ニ各海運國ニ送付シ且旗旋製造者ニ對シテ
 供給スル採取計ハレンコトヲ提議ス
 用語上ノ變更以外視覚信號規程ヲ變更セル點左ノ如シ

定義

(三) Answer 及 Reply ノ定義ヲ削除セリ或國語ニ於テハ此
 ノ兩者ヲ異ル語ニテ翻譯スルコト殆ド不可能ナルヲ發見セシコト
 及信號規程ノ内容ノ何處ニモ是等兩語ニ關シテ述ブル所ナキコト
 等之ガ理由ナリ
 又信號規程中ニハ針路及方位ナル語ハ常ニ連帶的ニ關説シアリ重
 要度同等ト認メザルベカラザルガ故ニ定義中羅針方位トアルヲ方
 位及針路ト改メ別ニ針路信號ニ對スル定義ヲ追加セリ

スレトノ一項ハ實施不可能ト認メラレシノミナラズ實際問題トシテ常ニ繰返平時々刻帶外ノ海面ニ常時行動スル船舶又ハ一定航路上ニ行動スル船舶ガ右ノ如キ規則ヲ決シテ實行セザルベキコトハ明カナリシガ故ニ右ノ規則ヲ修正シ船舶ハ苟モ受信者ニ於テ標準時ノ孰レナルヤニ關シテ疑念アルヤモ知レズト認ムル場合ニハ其ノ使用スル標準時ヲ明示スベキモノナルコトヲ規定スルヲ可トスト思ハレタリ

又經線能及時辰ノ比較ニ際シ與ヘントスル時刻ノ正確ナル時ヲ信號シ又ハ了解スルガタメニ必要ナル信號法ニ關スル一項ヲ追加セリ

局地使用ノ信號書

(六) 局地即一地方特定ノ信號ヲ實施スル際國際信號書所定ノ信號ト混

信號符字

(四) 國華府會議ノ決定セル信號規程中ニハ識別信號 (Distinguishing Signals) 及信號符字 (Signal Letters) ナル語ヲ隨處無差別ニ使用シアリ本會議トシテハ單ニ不必要ナルノミナラズ寧ろ誤解ヲ生ゼシムル虞アリト認メタルガ故ニ識別信號ナル文字ヲ削除シ代ルニ信號符字ナル文字ヲ以テセリ又信號符字ニ關スル條項ヲ書キ改メ且一九二七年華府ニ開催ノ國際無線電信條約ニ掲載シアル各國ノ信號符字、無線電信呼出符號及航空機記號ノ首字ヲ表示スル一覽表ヲ加ヘタリ此ノ一覽表ニ依レバ船舶又ハ航空機ノ國籍ハ直チニ確知スルヲ得ベシ

時刻

(五) 華府會議ニテ採用セル「時刻ハ別ニ特記ナケレバ常ニ繰返平時ト

<p>(九) 既述ノ如ク綠威平時ノ使用ニ關スル條項ヲ削除セル結果トシテ一時間毎及若干ノ三十分時毎ニ配列セル標準時ト綠威平時トノ關係ヲ表示ス、一覽表ヲ追加セリ本表ヲ此程度以上ニ擴張スルコトハ可能ニモ非ズ又望マシクモ非ズト思考セラレタリ</p>	<p>標準時</p>
<p>右各敘一點毎及十度毎ノ關係方位表ヲ挿入スルコト最良ノ手段ナリト思考セリ本表ニヨリ關係方位ヲ信號セバ異國船舶間ノ通信ニ於テ意味ノ混同ヲ避ケ得ベシ</p>	
<p>一字信號</p>	
<p>(十) 華府會議ノ一字信號草案中「A」及「B」ニ附與シタル註ヲ削除セリ機シ符字ハ單ニ通信ヲ傳フベキモノニシテ船舶指揮者ニ對ス</p>	

<p>同シ誤解ヲ生ズルコトヲ避ケンガタメニ採ルベキ方法ヲ指示スル一項ヲ追加セリ</p>	
<p>モールヌ手續信號</p>	
<p>(七) 手續信號ハ手續信號符ノ表ト合併シ且間隔符 (Break Signs) ノ用法及國際信號書信號表示符「PRB」ノ用法ニ關スル説明ヲ追加セリ又手續信號ノ使用例ヲ書キ改メ且交信船舶ガ自己表示ノ必要ヲ認メザル場合ニ適用セラルル略式信號例ヲ追加セリ</p>	
<p>關係方位</p>	
<p>(八) 或國ニ於テハ關係方位ノ使用ニ關シ多大ノ困難ヲ感ジ居ル關係上關係方位ノ定義ヲ翻譯スルハ極テ困難ナリキ然レ共元來關係方位ノ如キ極度ノ正確度ヲ以テ信號スルコトハ不必要ニシテ寧ロ左</p>	

我直ニ無線救助ヲ要ス

汝ハ我ヲ投錨（繫留）位置ニ曳航スベキ發動機船ヲ送レ
然レ共右ヲ全部採用スルコトハ不可能ナリシガ故ニ現在ノ一字信
號中左ノ如キ變更ヲ行ヘリ

V 我救助ヲ要ス

W 我醫療上ノ援助ヲ要ス

一字信號ノ審議中S符ニ附與セラレタル信文「我が機械ハ後進中
ナリ」ハ一九二九年倫敦ニ於テ開催ノ國際海上生命安全會議ニ於
テ採用セシ國際海上衝突豫防法ニ規定スルS符（三短符）ニ相當
スル音響信號ノ信文「我が機械ハ全速力ニテ後進中ナリ」ト一致
セザルヲ發見セリ實際上ハ全速力ヲ使用スルト否トニ關係ナク單
ニ機械ノ後進中ナルヲ信號スベキ總テノ場合ニS符ヲ慣用シ居レ
ルモ法理的ニハ兩信文ノ一致スルヲ至當ト感ジ乃チ一字信號ニS

華府會議ニ於テ信文ヲ配當セザリシH、K、T及Y符ニ對シテ夫々
々次ノ如キ信文ヲ附與セリ

H 我が船内ニ水先人在リ

K 汝ハ直ニ船ヲ停止セヨ

T 我前方ヲ通過スル勿レ

Y 我郵便物ヲ載セ居レリ

最後ニ舉グタルY旗ノ信文ハ萬國郵便聯合（International Post
-ai Union）ノ依頼ニ依リ採用セラルナリ

國際航空委員會（International Commission of Aerial Navigation）
ヨリ左ノ如キ四個ノ一字信文ヲ追加センコトヲ提案セリ

我直ニ醫師ヲ要ス

我直ニ燃料ヲ要ス

ノ信文ヲ「我方機械ハ全速力ニテ後進中ナリ」ト改メタリ

二字信號

(十) 二字信號ノ旨趣違及符字配當ニ多大ノ變更ヲ加ヘタリ
 二字信號ナルモノハ大體ニ於テ遵難、航行上ノ警報及船舶並航空
 機ノ操縦ニ關スル信號用ニ保留スベキモノト感ジ此ノ方針ニ基キ
 信號ヲ操縦セリ現行萬國船舶信號書ノ二字信號中其儘採用セルモ
 ノニ對シ其符字迄モ其儘費用スルコトハ可能ニモ非ズ望マシクモ
 非ズト考ヘラレシモ唯「NC」、「PT」及「JD」ノ三者ノミ
 ハ其信文ノ性質特ニ重要ニシテ符字ヲ變更スルコトアラバ他ノ刊
 行物ニ於テ著大ノ改正ヲ必要トスベシト思考シ是等ノミハ其符字
 ト其意味トヲ現行信號書通リト爲シ置ケリ

二字信號ニ使用レ得ベキ二字ノ組合ハ全部使用セズ將來信文ヲ附

與スルコトアラシク思ヒテ豫備符字三九個ヲ殘シ置ケリ

(十) 伊國政府ハ運動中ノ潜水艦ノ附近ニアル潜水母艦等ヲシテ國

際的ニ使用セシムル爲一信號配當センコトノ希望ヲ當會議
 ニ申入レシガ會議トシテハ斯ル目的ニ對シ特殊ノ旗號ヲ遂創定
 スルガ如キ機能ヲ有セズト認メ且本件ノ如キハ關係諸國海軍省
 ノ關スル問題ト認メタリ然シナガラ軍艦又ハ商船ノ使用ニ宛ツ
 ル爲「此ノ附近ニ潜水艦運動中ナリ航行上大ナル注意ヲ要ス」ト
 ノ意味ヲ有スル一個ノ二字信號ヲ挿入セリ

地 理 信 號

(九) 最近數ヶ年間ニ發生セル政局ノ變化ト航空機ノ發達トニ致シ
 現行信號書ノ地理信號篇ニ一大改訂ヲ加フルノ必要認メラレシ
 ガ本件ニ關シ最近ノ要素ヲ集ムルタメ英國政府ハ船舶並航空機

遭 難 信 號

二十、遭難信號ハ海上生命安全會議及航空航法ニ關スル國際會議ニ於テ採用セルモノノ中ヨリ採用セリ尙一九二九年倫敦ニ於テ開催セシ海上生命安全會議ニ於テハ海難信號所等ヨリ遭難船舶ニ對シテ爲スベキ信號ニ關シテ何等決定スル所ナカリシヲ以テ本會議ハ船舶又ハ海岸信號所ノ孰レニ於テモ使用セ得ベキ二個ノ二字信號ヲ加ヘタリ即チ左ノ如シ

汝ノ遭難信號ヲ了解シ救助ヲ送リツツアリ

汝ノ遭難信號ヲ了解シ最近ノ海難救助隊ニ通報中ナリ

檢 疫 信 號

二十一、英國政府ハ華府會議ノ依頼ヲ容レ夜間船内ノ衛生状態ヲ表示スルコトヲ希望シ若ハ之ヲ要求セラレタル船舶ノ使用スベキ夜間信

ノ立場ヨリ見テ重要ニシテ改訂信號書ノ地理信號篇ニ挿入スルヲ至當ト認ムベキ各地ニ關スル詳細ナル事項並是等各地ノ正確ナル所在ヲ明^示スル海圖ヲ送付スル様各國政府ニ對シ依頼セリ斯クシテ蒐集セシ地名ヲ整理シテ地理信號篇ヲ編纂セシガ最近地名ノ變更セシモノ多キコト、地名綴方ノ變更シ又ハ今尙一定セザルモノ多キコト及數様ノ綴方存在スル等ニ依リ編纂上多大ノ困難ヲ經驗セリ

本會議ハ地理信號篇ハ地名ノミヲ以テ構成シ星印等ヲ傍記スルコトニ依リ其地ニ信號所、報時信號所、水信號所又ハ海難救助隊ノ存在ヲ表示スベキモノニ非ズト決定セリ是等信號所等ノ配置ハ屢變更スルモノニシテ之ニ伴ヒ常ニ本篇ヲ訂正スルコトハ不可能ナルガ故ニ結局信賴シ難キ物ト成ル可ク他方船舶ハ他ノ形式ニ於テ常ニ斯ル通報ヲ入手セ得ベケレバナリ

議ノ準備ニ關シ國際衛生會議事務所ト協議セシガ同事務所ハ「我未
ダ自由交通許可狀ヲ受領セズ」ナル一個ノ信號ヲ提議セリ
英國政府ハ華府會議ノ依頼ニヨリ右ノ夜間信號ハ上下ニ江白各一燈
ヲ連掲スルモノニ依リ信號スルコトニ決定セリ但シ此ノ信號ハ船既
ニ港界内ニ在ル場合ニ限り掲グベキモノニシテ決シテ公海ニテ使用
スベカラザルコト及江白兩燈間ノ間隔六呎ヲ超ユベカラザルコトヲ
明カニ了解スルヲ要ス

曳船信號

↑二十二、倫敦ノ曳船會社ノ或ルモノト協議スル好機會ヲ得其結果曳
船信號ニ若干ノ修正ヲ加ヘ是等ヲシテ現時ノ目的ニ適ヒ且航空機曳
航ノ場合ニモ適用シ得ル如クセリ

二十三、華府會議ノ勸告ニ反スレ共Q字信號ハ信號書ニ加ヘザリキ三

字ヨリ成ルQ字信號ト改訂信號書中ノ五字ヨリ成ル符字トハ決シテ
混同セザルルコトナク且Q字信號ハ時々著シキ變更ヲ加ヘラルルコ
トアルベシ苟モ無線ヲ設置スル船内ニハ國際無線電信協約書一部ヲ
設ヘザルベカラズ從テQ字信號ヲ参照スルコトハ極テ容易ナリ

日本語羅馬字綴方

二十四、本信號書中日本字名稱ノ羅馬字綴方ハ日本海軍省ノ認メタル
方式ニ據レリ此方式ハ水路部、陸地測量部並日本地理學協會ノ刊行
ニ係ル總テノ海陸圖ニ採用スル所ニシテ日本羅馬字會式ニ多少ノ修
正ヲ加ヘシモノナリ

最終勸告

二十五、英國版信號書完成次第（明一九三一年五月頃印刷完成シタキ

希望ナリ)所要部數ヲ本報告書ト共ニ一九二七年國際無線電信條約ノ各署名國其他關係國ニ交付スルノ目的ヲ以テ同會議ノ主宰國タル北米合衆國政府ニ送付センコトヲ勸告ス

右ノ如ク勸告スル所以ハ英國版以前ニ他國版ノ完成スル見込ナキト可及的速ニ新信號書ノ内容ヲ周知セシメタキトニ在リ他國版信號書モ完成次第英國版ノモノト同一手續ヲ以テ一九二七年國際無線電信條約署名國ニ送付セラルベシ

(二)若シ各關係國ヨリ新信號書實施ノ用意成レル旨通知アラバ一九三四年一月一日ヲ以テ例外國ナク新信號書ヲ強制的ニ實施センコトヲ勸告ス

(三)新信號書ノ實施ト附帶的ニ各船舶ハ一九二七年華府ニ於テ開催ノ國際無線電信中ニ規定セル首字配當法ニ準據シテ發布セル無線呼出符號及信號符字ノ使用ヲ開始スルコトハ同會議ノ決議セシ所ナリ現

今船舶ニシテ無線呼出符號ト信號符字トヲ有スルモノアリ且信號符字ハ必ズシモ常ニ其所有者タル船舶ノ國籍ヲ正確ニ表示セザルヲ見ル決議ノ趣旨ハ將來無線ヲ裝備スル全船舶ハ其無線呼出符號ヲ觀覽信號用ニ利用スベク又無線ヲ裝備セル船舶ニモ無線呼出符號構成中ヨリ適當ナル符號ヲ選^ミテ附與シ之ヲ信號符字トシテ使用セシメントスルニ在リ會議ハ北米合衆國ガ華府國際無線電信會議ノ主宰國トシテ他ノ各海運國政府ト連絡ヲ取り以テ右ノ決議ガ一九三四年一月一日ヨリ實施セラルル様取計ハンコトヲ勸告ス

二十六、當會議ハ尙左記ノ勸告ヲ爲ス

(一)本信號書無線電信篇ニ使用セル全符字ヲ表ニ作成シテベルン國際無線電信事務局ニ送付シ關係諸國ト連絡ヲ取り以テ是等ノ符字ガ航空機ノ登録記號若ハ無線呼出符號トシテ使用セザル様依頼スル

ルコト商船士官並無線電信取扱者ヲシテ本信號書使用法ニ關スル
 教育ヲ受ケシムルコトノ望マシキニ鑑ミ本信號書第一篇及同第二
 篇中ニ記載シアル原則ヲ海技免狀及無線電信取扱者^{試験}ニ
 加フルハ有利ナリト認ム

一九三〇年十二月十二日

於倫敦 英國商務院

議長以下各國委員署名

(獨、西、佛、英、伊、日、諸ノ順)

(一) 本信號書ノ内容ヲ常ニ現時ノ要求ニ適應セシムルノ目的ヲ以テ英
 國商務院ノ下ニ倫敦ニ國際信號書委員會ヲ常設シ今回ノ改訂作業
 ニ關與セル各國ヨリ大公使館附海軍又ハ空軍武官(又ハ要スレバ
 兩者) 其他當該政府ノ任命スル者ヲ以テ委員ト爲スコト及右委員
 會ハ視覺信號篇又ハ無線電信篇ニ加除若クハ修正ヲ實施スベキ必
 要生ジタル場合必要ニ應ジ開會スルコト

✕ 佛國委員デフォルジ海軍中佐ノ保留事項参照

(三) 一地方特定ノ諸信號ヲ視覺信號用並無線通信用ニ對シテ整合統一
 シ難テハ之ヲ國際信號書ニ加フルコト及一地方用トシテ特殊旗號
 ヲ使用スルコトヲ廢止スルコトノ望マシキニ對シテ注意ヲ拂ハン
 コト

當會議ハ斯ル目的ヲ以テ既ニ多數ノ信號書ヲ信號書ニ挿入セリ

(四) 本信號書ニ於テ採用スル信號(通信)法ノ從來ヨリモ複雜ト成レ

flags possible per hoist, the risk of corruption in transmission being almost negligible and easily rectified, whereas code groups for use by telegraphy should differ from one another by at least two letters in order to eliminate errors in transmission. It was therefore proposed that the new Code should be divided into two volumes - Volume I being designed to meet the special requirements of Visual Signalling and Volume II being constructed to meet the more general purposes required of Radio or Telegraph Signals.

Following this Conference a good deal of work was done on the preparation of the proposed new code and a preliminary draft was prepared in the English, French, and Italian languages. At that time it was hoped that it would be possible to submit this draft to a projected general International Conference on Electrical Communications of all kinds, but, unfortunately, it proved impossible, for various reasons, to hold such a Conference. The next opportunity for considering the matter internationally occurred when the United States Government convened the International Radiotelegraph Conference for 1927 and the British Government suggested that advantage might be taken of the assembly at the Radiotelegraph Conference of so many experts in signalling to discuss further the project for a new international code of signals. The United States Government agreed and circulated the British proposal to a number of other maritime countries by whom it was favourably received and all of which promised to send experts to the Radiotelegraph Conference specially to deal with the matter. Prior to the Conference the British draft of the new code was circulated to the countries attending the Washington Conference with a covering memorandum. The Conference appointed a Special Committee to investigate the matter in detail and the

recommendations of that Committee together with the Memorandum prepared by the British Government will be found in Appendix 2 to this Report. These recommendations were endorsed by the Conference and follow in the main the principles embodied in the British memorandum and draft code. They have also formed the basis on which the new code has in fact been prepared.

re-writing of the whole Code and it was finally decided not only to include the two new flags suggested by the French Government but to provide flags for all the 26 letters of the alphabet. In consequence of this extension it was found possible to arrange that all signals of an urgent or important character could be made by means of two letter signals and all those of a general nature by three letter signals. No new principle was introduced so far as the method of signalling by means of flags was concerned, but there was added to the Code a new system of signalling by means of balls, cones and drums, together with systems of signalling by semaphore or by the morse code. Signalling by semaphore was to be carried on by hand flags or mechanical arms and morse signalling by sound, hand flags or flashes of light. The revised and extended Code was forwarded by the British Government to all the foreign maritime powers most of whom made translations of it for use by their mercantile fleets. Since its publication the Code has been the standard means of communicating between ship and ship and between ships and the shore in spite of the fact that it soon became apparent in practice that difficulties and misunderstandings frequently arose when attempts were made to use the Code for communicating between ships or stations of different nationality.

During the war the necessity arose, particularly in such areas as the Mediterranean, for frequent communication between ships speaking different languages. The only medium of communication available for this purpose was the International Code of Signals, and this completely failed to meet the emergency. There were two main reasons for this failure, first that in making their translations from the English text, foreign countries had not paid sufficient attention to the different meanings which a particular word in the English language may have, and secondly that in the original compilation in the English language a number of words and phrases had been included the meaning of which was not sufficiently definite. To meet the emergency an improvised

Code was prepared in which messages could be exchanged between British, French and Italian vessels, and though limited in scope this temporary Code proved of considerable utility. As a result there arose out of it a general demand for an International Code which would meet the normal peace time requirements of merchant vessels. With the object of obtaining such a code, it was proposed at a conference of the Allied Powers held at Washington in 1920, that the International Code of Signals should be revised along the lines of the three language Code which had been used during the war. This proposal was approved by the Conference which recommended that the new Code should be compiled so as to admit of the coding and decoding of messages in several languages without much risk of mistake or ambiguity. The Conference also laid down that the revised Code should include sections dealing with the following subjects:-

- (a) Ships, and Aircraft in Distress
- (b) Navigation, including all messages concerning the handling of ships, pilotage, anchoring etc.
- (c) Damage to ships and aircraft and the repair of such damage.
- (d) Medical questions, including quarantine, pratique, Bills of health, etc.
- (e) Ships' Stores, including fuel, water, provisions, etc.
- (f) General information regarding weather, storm and ice warnings.
- (g) Aircraft
- (h) Ships' business, including messages regarding cargoes, insurance, harbour dues, passengers, arrivals and departures, etc.
- (i) Signalling by Radiotelegraphy
- (j) Communications.

The Conference were of opinion that it was not possible to construct a Code equally suitable for use by Visual Signalling and by Radiotelegraphy, as the Code Groups for Visual Signalling must of necessity employ the least number of

APPENDIX I.

Signals have been used as a means of communication between two vessels or between a vessel and the shore from time immemorial, but it was not until 1857 that any attempt was made to establish an International Code of Signals for this purpose. In that year a Commercial Code of Signals was published as the result of the recommendations of a Committee appointed by the British Board of Trade in July 1855, "to enquire into and report upon the subject of a Code of Signals to be used at sea". Prior to this date, however, a number of codes had been in use but they were more or less of a private nature and could in no respect be regarded as international. Included in these were Admiralty Codes dating from 1808 and the well-known Codes prepared by Captain Marryat in 1817 and 1856. The flags used in Marryat's Codes have formed the basis of those used in the subsequent International Codes.

The Commercial Code of Signals consisted of 18 flags, of which not more than four at a time were to be used in one hoist. There was also a Code flag and an answering pennant, together with two flags signifying "Yes" and "No" respectively. Although the Code was adopted generally, its limitations soon became apparent owing to the increasing requirements of the Mercantile Marine, due to the rapid developments which took place from the middle of the 19th century onwards. In 1887 another Committee was appointed by the British Board of Trade to bring the Commercial Code up to date. A proposal was made to this revision Committee by the French Government that additional flags, representing the letters X and Z should be added, with the object of increasing the number of two and three flag signals available. This suggestion was adopted, but it was found that its adoption necessitated almost a complete

The French Delegate makes reservations on paragraphs 6 and 26(2) of the report.

Paragraph 6. The International Radiotelegraphic Conference at Washington had, on 17th November, 1927, adopted the Report of the Committee on the International Code of Signals, in which we find in the paragraph "Editorial Edition of the Code"

"So as to adhere to the principle adopted in the present draft editorial editions, the representatives from the various countries must be conversant with the English language, this being the language used in the preparation of the present draft".

In the opinion of the French delegate, it does not mean that English had to be the basic language of the new Code.

Each language in turn was taken as the basis of the Code. When the discussion took place on the Norwegian, German, Italian and Spanish Not-Common words or additions, it was on these actual words and phrases, and not on the English, that the French transcription was based; even for the Japanese, of which the French Delegate has no knowledge, it was on the explanations verbally given by the Japanese Delegates on the paraphrases that they then gave, that the French transcription was based. For all that part of the code, which was not the English text proposed by the British Delegates, the basis has thus been the national language of each delegate in turn.

Many expressions have thus been translated not from the English but into English as well as into other languages.

It is in this meaning that the French delegate understands the word "basis", applied to each language successively, and these Instructions for the Radio Volume will be drafted in consequence.

-1-

The verbs system of the new code takes into account the requirements of the different structures of the verbs in the different languages.

The first editions of the technical sections have been prepared by British experts, but they have been revised by experts of other countries; additions, amendments and deletions have been so numerous that the final draft is the co-operation of all the countries concerned. The metrical system has been admitted on the same footing as the British system of Weights and Measures.

Paragraph 26(2) The French Admiralty highly appreciates the work completed in London by the Draft Committee, under the direction of the British experts.

As to the question of the keeping up to date of the code, the French Admiralty willingly contemplates entrusting this supervision to an international organisation already existing. The Bureau Hydrographique International of Monaco seems to them competent to fulfil this rôle.

12th December, 1930.

Capitaine de Fregate.

-2-

with radio shall utilise their radio call signs for visual signalling purposes and that ships not fitted with radio shall be allocated signal letters from the appropriate radio series. The Committee recommend that the United States Government, as convener of the Washington Radiotelegraph Convention, should communicate with the other maritime governments with a view to this arrangement being put in force by the 1st January, 1934.

26. The Committee wish to make the following further recommendations:-

1. That a complete list of the code-groups used in the Radio Volume, should be transmitted to the Radio Telegraph Bureau at Berne, with the request that they should communicate with the various countries concerned with a view to preventing the use of these groups as the registration marks or call-signs for aircraft.

2.* That a permanent committee should be set up in London under the British Board of Trade for the purpose of keeping the Code up to date. The various countries concerned in this present editorial edition should be represented on this Committee by their Naval or Air Attaches (or both, if necessary), or such other officials as may be appointed. The committee would meet from time to time as necessary in order to deal with any matters which might arise in connection with amendments, additions, etc., to both volumes of the code.

3. That attention should be given to the desirability for the standardisation of local signals for Visual and Radio signalling, and their inclusion in the International Code of Signals, and for the elimination of the use of special flags for local purposes. The committee have included many signals with this end in view.

*See reservation by Capitaine de Corvette H. Pelle Desforges.

4. That in consequence of the more complicated signalling procedure now introduced and the desirability that officers and radio operators should receive instruction in the use of the code, it is advisable that examination in the principles embodied in Volumes I and II respectively of the code, should be included in the examinations for officers' and radio operators' certificates.

December, 1930.

Chairman.

GERMANY

SPAIN

SPAIN

UNITED STATES OF AMERICA

FRANCE

GREAT BRITAIN

ITALY

JAPAN

JAPAN

NORWAY

17/9-7

Quarantine Signals.

21. As requested by the Washington Conference, the British Government have consulted the Office International d'Hygiene Publique in regard to the provision of a Night Signal for the use of ships wishing to, or required to, show their state of health at night. The Office International d'Hygiene Publique suggested a single signal for this purpose, namely "I have not received free pratique".

The British Government, as requested by the Washington Conference, have decided that it should be signalled by a red light over a white light, it being clearly understood that this signal is only to be hoisted within the limits of a port, and never in the open sea, and that the lights are to be placed not more than six feet apart.

Towing Signals.

22. Advantage has been taken of the opportunity to consult some of the companies in London owning tugs and as a result certain amendments have been made to the towing signals in order to bring them up to date and to render them applicable to aircraft taken in tow.

(Q) Signals.

23. Contrary to the Washington Conference recommendation, the Q signals have not been included in the Radio code. There can be no confusion between the 3-Letter Q Signals and the 5-letter groups of the Code, and the Q Signals are liable to considerable alteration from time to time. All ships fitted with Radio have to carry a copy of the Radiotelegraph Convention, and therefore have an easy means of access to these signals.

Roman Spelling of Japanese Characters.

24. The system which has been adopted for spelling Japanese names is that sanctioned for the use of the Imperial Japanese Navy. This system is being used for all charts and maps

prepared by the Hydrographical Department, the Land Survey Department and the Japanese Geographical Society; it is based on the Nippon Romazikai System with some modifications.

Final Recommendations.

25. (i) It is recommended that as soon as the British edition of the Code is ready (and it is hoped that printed copies will be available by about May, 1931), copies should be forwarded, together with this report, to the Government of the United States of America, (as convener of the International Radiotelegraph Conference, 1927), for circulation to all signatories of the Radiotelegraph Convention, 1927, and also to any other countries concerned.

The advance circulation of the British Edition in this way is recommended as it is unlikely that any of the other editions will be ready by that date, and it is desirable that the contents of the Code should be widely known immediately printed copies become available. In the same manner copies of the other editorial editions will be circulated to the signatories of the International Radiotelegraph Convention, 1927, as and when they become available.

(ii) The Committee suggest that the new Code should be brought into force compulsorily and without exceptions on 1st January, 1934, provided all countries concerned have signified their readiness to do so.

(iii) It was decided at the Washington Conference that as an accompaniment to the introduction of the new Code, all ships should use Radio Call Signs and Signal Letters issued in accordance with the assignment of initial letters laid down in the International Radiotelegraph Convention (Washington, 1927). At the present time some ships have both call signs and signal letters, and the signal letters do not in all cases definitely indicate the nationality of the ship concerned. The intention is that in future all ships fitted

2-Letter Signals.

(xi) Many changes have been made in the wording and allocation of the 2-letter signals. The Committee feeling that these signals should be reserved very largely for signals concerning distress, navigational warnings and the handling of ships and aircraft, have selected the signals accordingly. It was not considered possible or desirable to attempt to allocate the original pair of letters to those signals which appeared in the old code and are repeated in the revised code. Exception has been made in the case of the signals "NC", "PT" and "JD", which are of a specially important character and whose change would entail considerable amendment to other publications. The whole of the available two letter combinations have not been used (39) spaces having been left for future allocation.

(xii) The Italian Government submitted to the committee the desirability of allotting a flag for international use by men of war or other ships attending submarines exercising in the vicinity. The Committee did not consider itself competent to institute a special flag for this purpose, and considered it to be a matter for discussion amongst the various Admiralties concerned. They have, however, included for use by men of war or merchant vessels a 2-flag signal signifying, "Submarines are exercising in this vicinity, you should navigate with great caution."

Geographical Signals.

19. Owing to the political changes which have occurred during recent years and also to the development of aircraft, it has been found necessary to revise entirely the Geographical Section of the old code. In order to obtain the latest information on this subject a request was made by the British Government to the Governments of all the countries of the world to supply detailed particulars of the places which it

was thought should be included in the Geographical Section, as being of importance from the point of view of ships or aircraft. The countries were also requested to supply charts showing the exact position of the places in question. The details provided have been co-ordinated and included in the revised Geographical Section. The difficulty of compiling this section has been much increased by the large number of changes which have been made in place-names, as well as by the many modifications in spelling which are constantly being made and the many alternative spellings in use.

The Committee decided that it would be better that this section should contain place-names only and should not indicate by means of asterisks, daggers, etc., the existence of signal stations, time-signal stations, ice-signal stations or life-saving stations. Frequent changes are made in the disposition of such stations and it was felt that it would be impossible to keep the code corrected up to date in this respect. The information would therefore become unreliable while, on the other hand, information of this nature is always available to ships in some other form.

Distress Signals.

20. The distress signals have been taken from the International Convention for Safety of Life at Sea and the Convention for the Regulation of Aerial Navigation.

As no decision was reached at the Conference for Safety of Life at Sea, London, 1929, regarding Shore Signals to vessels in distress, the Committee have inserted two-2-letter signals suitable for use by ships or Shore Stations namely:-

Your Distress Signals are understood. Assistance is coming out to you.

Your Distress Signals are understood. The nearest life-saving station is being informed.

Morse Procedure Signals.

(vii) The Procedure Signals have been incorporated in the table of Procedure Signs. Further explanation has been given regarding the use of "the Break Sign" including its use for signalling by flashing and also of the use of the international code indicator "P R B". The examples illustrating the use of the procedure signs and signals have been rewritten and others added to show the abbreviated procedure which can be followed when it is unnecessary for ships to establish their identity.

Relative Bearings.

(viii) Great difficulty was experienced in the translation of the definition "Relative Bearings", because in some countries considerable difficulty exists in regard to the use of Relative Bearings. Extreme accuracy is not a necessity in signalling Relative Bearings, and it was considered best to insert a table of Relative Bearings in points and every ten degrees port and starboard. The use of this table for all Relative Bearings will avoid confusion in signals exchanged between ships of different nationality.

Standard Times.

(ix) Owing to the cancellation of the article in the Signalling Instructions referred to above concerning the use of Greenwich Mean Time, a table of Standard Times has been inserted for giving the relation between every hour and of certain specified half hours to Greenwich Mean Time. It was not thought possible or desirable to extend the table beyond these limits.

Single-letter Signals.

(x) The notes which appeared in the Washington draft to the Single-letter Signals "A" and "B" have been omitted as the Committee considered that a code is merely a means of conveying information and therefore should not contain instructions relating to the duties of officers commanding ships.

Signals have been allotted to "H", "K", "T" and "Y", which were left blank by the Washington Conference. The meanings allotted are as follows:-

"H" "I have a pilot on board".
"K" "You should stop your ship instantly".
"Q" "Do not pass ahead of me."
"Y" "I am carrying mails".

The latter signal has been introduced at the request of the International Postal Union.

The International Commission of Aerial Navigation put forward suggestions for four additional single letter signals namely:-

"I require a doctor immediately"
"I require petrol"
"I require immediate assistance"
"You should send motor boat to tow me to a berth"

As it was impossible to allocate four additional single letter signals, the following changes have been made in the existing table of 1-letter signals:-

The meaning of the letter "V" has been amended to "I require assistance" and the meaning of the letter "W" has been changed to "I require medical assistance".

In the course of discussion it was found that the meaning allotted to the letter "S", namely "My engines are going astern" was not in agreement with the sound signal corresponding to "S" (three short blasts), contemplated by the International Regulations for preventing collisions at sea, contained in the International Convention for Safety of Life at Sea, London 1929, which reads "My engines are going full speed astern". For legal reasons it was felt that the two meanings should be the same, although it is common practice to use "S" on all occasions to signal that engines are put astern, irrespective of whether full speed is used or not. The signification of "S" has therefore been amended to "My engines are going full speed astern".

of wording have been made in order to remove certain ambiguities, which became obvious during the work of translation. The final draft of the Instructions, as approved by the Washington Conference, was in the English language, and it was not until the translations into the other Standard Languages were made that the ambiguities became apparent.

Signalling Flags.

(ii) In the plate of flags as settled at Washington the dimensions of each type of flag were given. These dimensions have been deleted and drawings have been prepared giving the complete specification of each flag in the three different sizes prescribed. It was not considered necessary to include these detailed specifications in the Code itself and they are therefore included as an appendix to this report (Appendix 3). It is suggested that copies of the specification should be circulated together with the new code to all Maritime countries and should be made available to all flag manufacturers.

The alterations other than those of a verbal character which have been made to the Visual Signalling Instructions, are as follows:-

Definitions.

(iii) The definitions "Answer" and "Reply" have been deleted, partly because it was found almost impossible in some languages to translate them by different words and partly because throughout the Instructions no reference was made to the terms.

As courses and bearings are quoted together in the instructions for Signalling and must be considered of equal importance, the definition "Compass bearing" has been changed to "Bearings and Courses" and a definition added for "Course Signals".

Signal Letters.

(iv) Throughout the Instructions in the Washington report the terms "distinguishing Signals" and "Signal Letters" were used indiscriminately. This appears to the committee to be unnecessary and even misleading. Consequently the term "Distinguishing Signal" has been deleted wherever it appeared, and "Signal Letters" substituted. The article on "Signal Letters" has been rewritten and a table, taken from the International Radiotelegraph Convention (Washington) 1927 has been added to shew the national allocation of the initial letters of all "Signal Letters", "Call Signs" and "Aircraft Markings". The nationality of a ship or aircraft can be ascertained immediately by means of this table.

Time.

(v) The rule adopted at the Washington Conference, that all times were to be Greenwich Mean Time unless otherwise stated, was considered to be impracticable. Further it was obvious that in practise the rule would never be observed by ships habitually employed in waters not in the Greenwich Mean Time zone, or by ships following fixed routes. It was thought that it would be better therefore, to modify the rule and to provide that a ship should specify the particular time used whenever there might be any doubt about it on the part of the addressee.

An article has been added outlining the procedure to be followed when it is required to signal or obtain the exact time for comparison of chronometers, clocks, watches &c.

Local Codes.

(vi) An article has been inserted specifying the means to be adopted to prevent misunderstanding when signals are made in local codes.

7/99

Compilation of the other Editorial Editions.

15. The remaining Editorial editions of the Code were compiled by selecting the suitable words and phrases from the translations of the draft British code. These were then compared with the other draft codes and lists of supplementary words and phrases were prepared for discussion by the Committee in the same manner as for the British draft code.

It may here be mentioned that the original intention was that the English version of the code should be compiled in two parts, that is that there should be separate code and decode volumes. It was thought that such an arrangement would facilitate coding and decoding but, as certain of the other Governments wished to print in their decodes the English translation alongside the corresponding word or phrase, the original intention was abandoned. The object of printing the English translation in the other decodes is to enable them to be used also as an English code as well as to minimise any mis-interpretations which may occur and which would thus be reduced by comparison with the basic language. For this purpose it is essential that the code groups and the meanings in the English edition should be in alphabetical order, consequently, the English edition has been produced as a combined code and decode.

16. The Committee ventures to point out that so far as they are aware this is the first time that a task of this character has been attempted. Many of the difficulties encountered by the Committee, which have influenced their decisions, may not be apparent to the users of the code, who must bear in mind that in order to obtain an international code it has not always been possible to fulfil national requirements in the most convenient manner.

It has been impossible to test in a thorough manner the

seven editorial draft codes by means of the exchange of messages. This could only have been accomplished with difficulty and great labour, with the draft codes in their typewritten and card-index form, and before the allocation of code-groups. The Committee would have liked to make a final general comparison and to have exchanged a large number of test messages when the printed proofs of the various editions of the code became available. This could not, however, have taken place for several months, and would in all probability have reopened a great many questions, prolonged the sitting of the committee and delayed very considerably the date of bringing the new code into force.

The tests which the Committee has been able to carry out point conclusively to the necessity of wording international messages in a simple form and in short sentences, clearly defined by the group for full-stop or other punctuation marks,

Compilation of Visual Volume.

17. After compiling the Radio Volume, the Committee proceeded to extract therefrom the words and phrases necessary for the Visual Volume, incorporating such additions as are applicable to Visual Signalling only.

18. Other matters dealt with by the Committee are set forth in detail, as follows:-

Instructions for Visual and Sound Signalling.

(1) It was not considered to be within the terms of reference of the Committee to discuss from a technical aspect the Instructions for Visual Signalling laid down at Washington, but these have been very carefully examined and translated. A few minor additions and corrections have been made to matters which were thought to have been overlooked and some alterations

It was realised at the outset that it would be unreasonable to expect to code a message word for word in one language so that it would, when decoded, be grammatically correct in another, and the objective of the Committee has been to provide translations and devise means whereby the purport of a message will be understood. For work of this nature dictionaries are quite inadequate and in any case must be used with great discrimination. The experience gained during the past two years has proved conclusively that personal discussion and explanation of each word is absolutely essential.

13. For the purpose of the code it is only necessary to translate the common and nautical uses of words. To explain these, and in order to ensure that each delegate would take the same meanings, complete sentences were written giving examples of the use of each word in the General Vocabulary Section. These sentences were carefully examined by each delegate and subsequently each word was fully discussed in Committee.

The nature of most of the difficulties encountered and the steps taken to overcome them, can be gleaned from the "Explanatory Instructions for Use of the Code" and they are not, therefore, repeated in this report.

The aim of the Committee has been to keep the code as simple as possible and to solve the problems encountered without resorting to complicated methods, and it has been kept in mind that the code will be used largely for signalling between nationals.

-7-

14. In addition to the difficulties created by the fact that a word may have many different meanings (described in the Explanatory Instructions), difficulty occurs especially in English, in restricting even a phrase to a single meaning, e.g. "Ready by" appears to be a harmless and useful bigram for inclusion in the code, but it has two distinct uses in English instanced as follows:-

"I can be ready by" 3 o'clock".

"Ship can only be got ready by' increasing number of men at work.

Difficulties of this kind are easily overlooked and every care admissible in the time at the disposal of the Committee, has been taken to ascertain and provide for such contingencies.

The English language is also full of synonyms such as:-

- (a) Quay, Jetty, Wharf, Pier and Mole.
- (b) Channel and Fairway.
- (c) Tide and Current.
- (d) Head and Bows.

The translation of words of this description is difficult, for example:- Tide can mean either the rise or fall of the water or the stream which is consequent on the rise or fall. On the other hand, Current applies equally to water or air. The easier word to translate has always been chosen for phrases, for instance, Channel is an essential word in English and cannot be excluded from the code but where applicable Fairway has invariably been used in its place.

Another example of the pitfalls which have been met, is provided by the words "Up" and "Down". At first glance they appear to have entirely contrary meanings yet the expression, "Slow up" and "Slow down" are identical.

-8-

The General Vocabulary and the technical sections were very fully examined and discussed by the editorial committee, who amended and added to them considerably in order to render them of more general use.

7. The task of deciding what should, and what should not, be included in a code of limited size is never easy. For an international code of this type the task is still more difficult because words and phrases of common use in one country must often be rendered in another language by words of infrequent use. This factor has had considerable influence on the compilation of the code and explains in many cases the inclusion of words which are apparently not necessary to the language to which that particular code belongs, but which have been inserted in one or more codes of other nations.

Every endeavour has been made to exclude from the code words and phrases possessing a special significance peculiar to any one country, and wherever possible entries have been worded or phrased so as to be of general use and application.

8. The British and the Metric Standards of weights and measures have both been included in the code and it is considered that these two standards are sufficient to meet all requirements.

9. As suggested by the Washington Conference the British Government obtained from the "Commission Internationale de Navigation Aérienne" a list of urgent and important signals, and also other words and phrases relating to aircraft which the Commission considered desirable to include and these have been embodied in the code.

10. The Committee have also received great assistance from the Office International D'Hygiene Publique who have compiled the quarantine and health sections of the code and a very complete Case-stating Scheme which should prove of great use in securing medical advice by radio for ships and stations unable to obtain the attendance of a doctor. The Vice-Chairman and the French Delegate attended a meeting of the Office International in Paris in May, 1930, in order to ensure that the manner in which the Committee had dealt with the suggestions of the "Office" correctly interpreted their intentions.

11. The words and phrases required for messages concerning weather have been selected by the Commission for Synoptic Weather Information and are therefore those at present in international usage.

Translation.

12. The other part of the Committee's work (the translation of the basic code) has been by far the harder task. The word "translation" does not express exactly the work of the committee. Translation implies turning the complete sentences of one language into intelligible sentences in another. For the purposes of this code, however, it has been necessary to go much further. In addition to providing exact equivalents for individual words and phrases, the Committee have had to improvise means whereby a sentence in one language transposed word by word into code groups, when decoded in any one of seven languages, shall be understandable and free from ambiguity in each. As no more descriptive word can be found, "translation" is used throughout this Report when referring to this part of the Committee's work.

3. Five Appendices are annexed to this report:-

Appendix 1 gives a brief historical summary of the development of the International Code.

Appendix 2 is a reprint of the Report of the International Radiotelegraph Conference, Washington, 1927, which includes the terms of reference of the Editorial Committee.

Appendix 3 gives the detailed specification of each signal flag in all three sizes (see page 11).

Appendix 4. British edition of The 1931 International Code of Signals Volume 1 for Visual and Sound Signalling.

Appendix 5. British edition of The 1931 International Code of Signals Volume II for Radio Signalling.

Construction of the Codes.

4. The Washington Conference decided that the existing International Code of Signals should be replaced by a code in two volumes Volume I for use by Visual signalling and Volume II for use by Radio signalling. As radio signalling does not suffer from the limitations inherent in Visual Signalling the Radio volume was naturally to be more comprehensive than the Visual. The Editorial Committee therefore decided to commence its labours by compiling the Radio volume.

In describing the Committee's work on the Radio volume it is convenient to divide it into two distinct parts :
(1), the compilation of the basic code, that is the selection of the words and phrases dealing with the many activities of shipping and aircraft, and (2), the translation of the basic code, that is the preparation of translations

in the other standard languages that will ensure that the signification of each code-group shall be identical in all the seven editions.

Compilation of basic Radio Code.

5. For the purposes of compilation, the Committee have worked on the assumption that the code is primarily intended for use by ships and aircraft and, via shore radio stations, between ships or aircraft and authorities ashore, such as harbour and quarantine authorities, agents, etc. The code is therefore not intended in any way to compete with or replace commercial codes, although a certain number of signals have been inserted for use when communicating with shipowners, agents, repair yards, etc., in those parts of the world where a common commercial code does not exist.

*6. A code compiled in seven languages must necessarily have one language as a base and in accordance with the recommendations of the Washington Conference, English was adopted as the basic language of the revised code. It was therefore necessary to draft an English version of the code and in order to facilitate its preparation (and eventually the translation into the other languages) the words and phrases were grouped under a number of Technical Sections, those of general use which could not be classified in a technical section being placed in a "General Vocabulary" Section. These sections were prepared in close consultation with the Mercantile Marine Department of the Board of Trade and also with an informal British advisory committee composed of representatives of the Committee of Lloyd's, the shipping interests and Officers' Associations.

* See reservation by Capitaine de Corvette H. Pelle Desforges.

INTERNATIONAL CODE OF SIGNALS.
REPORT OF THE EDITORIAL COMMITTEE.

1. At the International Radiotelegraph Conference held at Washington in 1927 The British Government made proposals for the preparation of a new International Code of Signals. These proposals were accepted in principle by the Conference, but it was impossible to complete the large amount of work involved in the compilation of the new Code whilst the Conference was actually in session. The Conference therefore delegated to the British Government the duty of completing the work begun at Washington and, with the aid of representatives of the other countries concerned, of compiling editions of the new Code in seven languages, namely, English, French, Italian, German, Japanese, Spanish and one Scandinavian language. After discussion among themselves the Scandinavian Governments decided that Norwegian should be their representative language.

2. The British Government undertook the responsibility and invited these countries to send representatives to London as members of an Editorial Committee to complete the work. This Committee assembled on the 16th October, 1928, and was at first constituted as follows:-

Chairman: Mr. H.G. Williams, M.P.
Parliamentary Secretary to the Board of Trade.

Vice-Chairman: Mr. E.W. Travis.

Secretary and
Deputy Vice-
Chairman: Paymaster-Commander W.E.H. Jolly, R.N.

Delegates:-

France: Capitaine de Fregate F. Bion.

Germany: Kapitän-Leutnant H. Kiderlen.

Italy: Tenente di Vascello Conte Ferrante Capponi.

-1-

Japan: Mr. Itaro Ishii, First Secretary of Embassy.
Captain Masaiti Maeda, I.J.N.
Captain Isao Takahashi.
Commander Tsunesaburo Namba, I.J.N.
Lieutenant-Commander Chikara Ozaki, I.J.N.
Lieutenant-Commander Geizo Sato, I.J.N.

Norway: Kaptein Per Askim.

Spain: Capitan de Fragata Don Jose Cantillo.

U.S.A.: Lieutenant-Commander H.F. Kingman, U.S.N.
Captain P.C. Grening, Director for Europe
U.S.A. Shipping Board.

The following changes have since taken place in the constitution of the Committee:-

Chairman: Mr. W.R. Smith, M.P., succeeded Mr. H.G. Williams as Parliamentary Secretary to the Board of Trade in July 1929 and Chairman of the Committee in September, 1929.

Deputy Vice-
Chairman: Kaptein Per Askim succeeded Paymaster-
Commander Jolly in October, 1930.

Secretary: Capitano di Corvetta Count Ferrante
Capponi took over the duty of Secretary
in October, 1930.

France: Capitaine de Corvette H. Pelle Desforges
relieved Capitaine de Fregate Bion in
January, 1929.

Germany: Kapitän-Leutnant Mössel relieved Commander
Kiderlen, in October, 1930.

Japan: Mr. Shoichi Nakayama relieved Mr. Itaro Ishii in
September 1929. Commander Seno and Paymaster
Lieutenant-Commander Kuwabara relieved Commander
Namba and Lieutenant-Commander Sato in September,
1929. Captain Maeda, Captain Takahashi and
Commander Seno returned to Japan in September,
1930.

Spain: In January, 1929, Capitan de Fragata Cantillo
was relieved by Capitan de Corbeta M. Moreu
and the latter was relieved by Capitan de Corbeta
E. Garcia Ramirez in March 1929. Teniente de
Navio Don A. de Urzaiz joined the Committee in
August, 1929, as the second Spanish Delegate.

U.S.A.: Commander H.F. Kingman returned to the
United States of America in August, 1930.

-2-

INTERNATIONAL CODE OF SIGNALS COMMITTEE.

M E M O R A N D U M .

It is proposed that the Delegates, other than British, in reporting to their respective Governments should recommend them to forward a letter to the British Government thanking them for having undertaken the revision of the International Code of Signals a work whose importance will be readily recognised by all the maritime Nations of the World. Moreover the Delegates would like their respective Governments to convey thanks for the courteous hospitality and for all the facilities extended to them during their stay in the United Kingdom both in their private capacity and in conjunction with the execution of their duties.

In particular they are very anxious that special mention should be made of Mr. E.W. Travis, Vice-Chairman of the Committee and of Paymaster Commander W.E.H. Jolly, R.N., deputy Vice-Chairman and Secretary, for their unfailing good will, ability, understanding and tact which have rendered the difficult work in hand both easier and more agreeable.

It is lastly suggested that a copy of this report of each Delegate to his Government be forwarded to their respective Embassies or Legations in London together with the present memorandum.

The present memorandum which has been mutually agreed upon, has been drafted in order to enable all the Delegates to proceed on the same lines in this matter, thus continuing in the joint line of conduct followed by them up till now.

London, 11 December 1930.