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(Monographs)**

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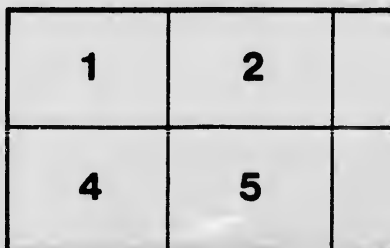
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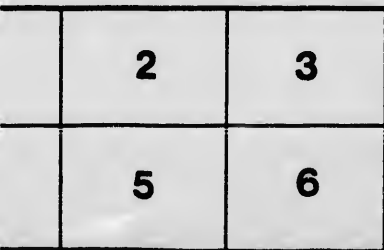
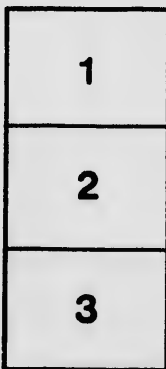
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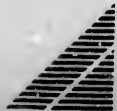
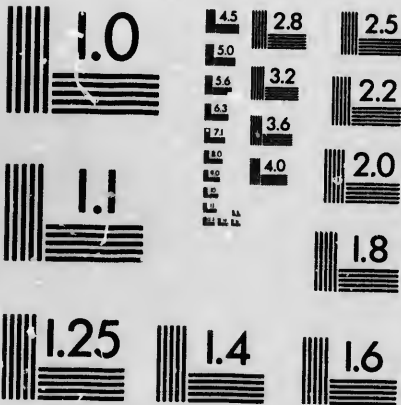
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(ANSI and ISO TEST CHART No. 2)



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184 Marine, No 4

SHIP SIGNALS.

SHIP Signals are made in the manner expressed on the opposite side, viz.

A blue Flag at the mast-head, denotes King's Ships.

A red Pendant at do. denotes Merchant do.

The description of the Vessels is denoted by Balls upon the Upper Yard, and,

The number of Vessels by Bills upon the Lower Yard, as represented on the opposite side.—

All these Signals are made at the same time.

When Vessels of different descriptions appear in sight at the same time, they are to be signalized in succession, commencing with the largest description.—If Ships of War they are to be signalized first and according to their class—for instance, should a Frigate, a square rigged Merchant Vessel and a Schooner appear in sight at the same time—The signal for the Frigate must be made first, the signal for the square rigged Merchant Vessel next, and lastly for the Schooner.

A Morning Report is to be made by each station immediately after day-light, of the number of Vessels within the limits of their Stations, coming up the River; commencing with the furthest Station and to be taken up in succession,

Previous to making a Ship Signal, the number of the Station is to be made, and no Signal is to be taken down until it has been correctly repeated by the next Station, in succession,

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Directions for the Telegraph Signals.

Numbers are made as above described, and each number has the signification annexed to it in the following Book of Signals.

In making Signals from Quebec the No. of the Station to which the Signal applies will always be made first.

In making signals from below, the No. of the Station from whence the information originates, is always to be made first.

No Signal is to be taken down until it is correctly repeated by the next Station in succession; unless prevented by thick weather, as hereafter mentioned,

When Signals are stopped by a Fog, or any other cause, the Station at which they stop must carefully take down all the Numbers and repeat them the moment that the fog clears up; always commencing with the No. of the Station from where they originally came.

When Signals coming up and going down the River, happen to meet at any of the intermediate Stations—suppose the 7th, the caution that “Signals are coming from below,” is immediately to be made to the 6th Station—all the signals coming from below will then be carefully taken down at the 7th Station—all those coming from above will be taken down in like manner at the 6th; when both have finished the 7th Station will, in the first instance, repeat all the Signals from below; and the 6th all those which came from above—the precedence being always given to the Signals coming from below.

When intermediate Stations have any thing to communicate to each other, the caution “intermediate Station” is to be first made to prevent the Report going further than necessary—the No. of the Station for which the communication is intended is next hoisted, and then the No. of the Station making the Signal.

Numerical Numbers are made by hoisting a Pendant at either end of the Upper Yard, with the Number intended to be communicated.—N. B. In no case (except in making numerical numbers) is a Pendant ever made use of in the following Telegraph Signals.

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STATIONS.

Nos.	SIGNIFICATION.
—	Quebec Station.
—	Orleans do.
—	St. Michel do.
—	St. Valier do.
—	St. Thomas do.
—	Cap St. Ignace do.
—	Islette do.
—	St. Rock do.
—	River Ouelle do.
—	St. Denis do.
—	Kamouraska do.
—	Pelerin Island do.
—	River du Loup do.
—	Green Island do.
—	Applying to all Stations.

Signals applying to Vessels:

Nos. SIGNIFICATION.

- Report the number and description of the Vessels within the limits of your station.
- Report the number and description of Vessels passed your station this day coming up the River.
- Report the number and description of Vessels that have passed your station this day going down the River.
- Vessels at Anchor as hereafter described.
- Vessels in Distress as do. do.
- Vessels on shore as do. do.
- Vessels with Troops on board as do. do.
- Vessels appear to be landing Troops.
- Has the Vessel on shore got off?
- Has the Vessel in Distress obtained assistance?
- The Vessel on shore has got off.
- The Vessel on shore has not got off.
- The Vessel in Distress has obtained assistance.
- The Vessel in Distress has not obtained assistance.

- Was the Vessel on shore coming up or going
 — down the River.
 — Was the Vessel in distress coming up or
 — going down the River.
 — Coming up the River.
 — Going down the River.
 — The Vessel signalized in want of a Pilot.
 — The Vessel signalized is dismasted.
 — The Vessel signal zed is firing guns of distress
 — Vessel signalized has lost her main mast.
 — Vessel signal-zed has lost her fore do.
 — Vessel signalized has lost her mizen do.
 — Describe the Vessel.
 — The Vessel signalized is

Relative to Armed Vessels.

Nos.	SIGNIFICATION.
—	The Ship of War signalized has a Flag at the Main.
—	The Ship of War signalized has a Flag at the Fore.
—	The Ship of War signalized has a Flag at her Mizzen.
—	Do you see any Armed Vessels ? if so, describe them.
—	The Vessel signalized is armed.
—	Does the Armed Vessel signalized appear like a King's Ship ?
—	The Armed Vessel appears like
—	The Armed Vessels appear suspicious.
—	Of what description are the armed Vessels ?
—	Do you see the Man of War with the convoy.
—	Within the limits of which Station is the Man of War ?
—	What is the Man of War about ?
—	What are the Armed Vessels about.
—	Under sail.
—	At Anchor.
—	Lying too.

Description of Vessels.

Nos.	SIGNIFICATION.
—	Ships of the Line.
—	Frigates.
—	Sloops of War or Corvettes.
—	Brigs of War.
—	King's Cutter.
—	King's Schooners.
—	Armed Ships.
—	Armed Brigs.
—	Armed Cutters.
—	Armed Schooners.
—	Merchant Ships.
—	Merchant Brigs.
—	Merchant Cutter.
—	Merchant Schooner.

Relative to Signals.

Nos.	SIGNIFICATION.
—	Repeat that Signal.
—	Repeat the Signal made Yesterday Evening.
—	Why do you not answer the Signals.
—	Where do the Signals stop.
—	The Signals stop at No.
—	The next Station does not repeat the Signal.
—	How long was next Station in answering the Signal?
—	The next Station did not repeat the Signal for
—	Is the Signal understood?
—	The Signal is understood.
—	The Signal is not understood.
—	These Signals have been delayed by the Fog.
—	Pay more attention to Signals
—	Pay more attention to Morning Reports.
—	The Party mulct one day's pay for inattention to Signals.
—	If more attention is not paid to Signals the Party will be immediately relieved.
—	There are signals coming from above.
—	There are signals coming from below.
—	Intermediate Station Signal.
—	A Fog prevents our seeing next Station.
—	Write down the Signals and repeat them the mo- ment the Fog clears up.
—	How long were the Signals delayed by the Fog.
—	The Book of Signals mislaid.
—	Found the Book of Signals.

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Relative to Stations.

Nos.	SIGNIFICATION.
—	Do you want any thing at your Station.
—	Provisions wanted at the Station.
—	Subsistence wanted at the Station.
—	Halliards wanted at the Station.
—	Blocks wanted at the Station.
—	Sheeves wanted at the Station.
—	A Flag wanted or Bunting to repair it.
—	A Pendant wanted or Bunting to repair it.
—	What you want shall be immediately sent you.
—	One of the Party is sick and requires to be relieved.
—	One of the Party is deserted.
—	One of the Party is dead.
—	The Telegraph is out of repair but can be repaired at the Station.
—	The Telegraph is out of repair but cannot be repaired at the Station.
—	The Boat of the Station is damaged and requires to be repaired.
—	The Boat of the Station is lost.
—	Dismantle the Telegraph and give all the articles in charge to an Officer of Militia.
—	Hold the Party in readiness to return to Quebec.
—	The Party will embark on board the Government Schooner.
—	The Party will return to Quebec by land.
—	One of the Party is exceedingly irregular in his conduct.

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Courier.

Nos.	SIGNIFICATION.
—	The Halifax Courier with an English Mail.
—	The Courier with the Halifax Mail only.
—	A Courier extraordinary from Hal fax.
—	A Courier extraordinary from New Brunswick.
—	At what o'clock did the Courier pass your post.
—	The Courier passed this Post at
—	The Courier has great news.

Passengers.

Nos.	SIGNIFICATION.
—	Passenger landed from Vessel signalized.
—	Passenger has Dispatches for Government.
—	Passenger has great News.
—	Passenger has no News.
—	Passenger is an Officer of the Army.
—	Passenger is a Merchant.
—	The Passenger is from

Mail.
only.
x.
Brunswick.
your post.

Relative to Time.

Nos.	SIGNIFICATION.
—	Years.
—	Months.
—	Weeks—or Weeks ago.
—	Days—or Days ago.
—	Hours.
—	Minutes.
—	O'clock.
—	To-day.
—	Yesterday.
—	To-morrow.
—	Sunday.
—	Monday.
—	Tuesday.
—	Wednesday.
—	Thursday.
—	Friday.
—	Saturday.
—	Morning.
—	Evening.

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*Officers of Quarter Mast. Genl.'s
Department.*

Nos.	SIGNIFICATION.
—	When did the Officer visit your Post ?
—	Where is the Officer ?
—	The Officer is gone down the River.
—	The Officer is gone up the River.
—	The Officer is on his way to Quebec.
—	The Officer is at
—	The Officer is now at this Station.
—	Desire the Officer to report himself by the Private
—	Telegraph.

Names of Places.

Nos.	SIGNIFICATION.
—	England—or English.
—	Ireland—or Irish.
—	Scotland—or Scotch.
—	America—or American,
—	London.
—	Portsmouth.
—	Plymouth.
—	Liverpool.
—	Dublin.
—	Cork.
—	Waterford.
—	Greenock.
—	West Indies.
—	Bermudas.
—	Halifax.
—	Newfoundland.
—	New York.
—	Boston.

Officers of Militia.

Nos.	SIGNIFICATION.
—	Shall we apply to Officers of Militia for assistance or for what we want ?
—	Apply to Officers of Militia for assistance or for what you want.
—	Shall we apply for a Corvée ?
—	Apply for a Corvée.
—	Direct the Officers of Militia to hold a Calash in readiness for the King's service.
—	A Calash is held in readiness.

Miscellaneous.

Nos.	SIGNIFICATION.	Nos.	SIGNIFICATION
—	Able.	—	For.
—	Ago.	—	From.
—	Any.	—	Full.
—	Are—or are you or		
—	Assistance. [they		
—	At.		
		—	Go—or gone.
		—	Great.
—	Bad.		
—	But.		
—	By. [vessel.	—	Had.
—	Board—Board that	—	Has—have, have you.
		—	How—or how many.
		—	High—or high water.
—	Can—or can you or	—	He—He is.
—	Cannot. [they		
		—	I.
—	Danger.	—	I am.
—	Do—or does.	—	I am not.
—	Did—or did you or	—	I can.
—	Distance. [they.	—	i cannot.
		—	I do—or I did.
		—	I do not know.

Nos. SIGNIFICATION.

— In.
— Is.
— It.

— Large.
— Last.
— Lost.
— Low—or low water.

— Many.
— Men.
— More.
— Most.
— Much.

— Never.
— Next.
— No—or none.

— Of.
— On.

Nos. SIGNIFICATION.

— Only.
— Out.

— Passage.
— Past.

— Regiment.

— Some.
— Spare.
— Station.
— Strong.

— The—or they.
— Tide.
— To.

— Want.
— Went.
— Water.

SIGNIFICATION.

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Nos. SIGNIFICATION.

- ___ What.
- ___ Will—or will you.
- ___ With.
- ___ Wind.

- ___ Very.

- ___ Upwards.

Nos. SIGNIFICATION.

- ___ Yes.

- ___ How is the wind at
your Post ?
- ___ East.
- ___ W.
- ___ N.
- ___ S.
- ___ Is there much ice in
the River ?
- ___ The River is full of
ice.

Nos.

SIGNIFICATION.

- The Government Schooner reports having lost
an anchor and cable.
- The Do. reports wanting repairs and materials.
Order the Government Schooner to return immediately to Quebec.
- The Government Schooner is to continue cruising
until further orders.
- When did you see the Government Schooner?
- What is the Government Schooner about?
- The Government Schooner is to wait at your Station for orders.

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