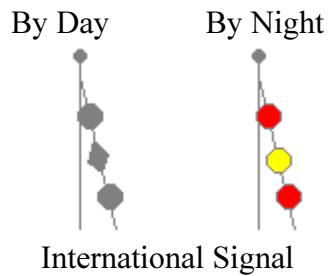


## C - SIGNALS USED BY DREDGERS IN CANAL WATERS

### (1) DREDGERS WORKING UNDERWAY

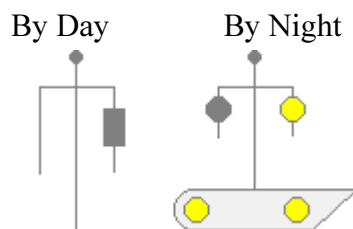
#### Signal No. 1: Dredgers underway



I am dredging underway and cannot get out of the way  
N.B.- In Lieu of the white masthead light.

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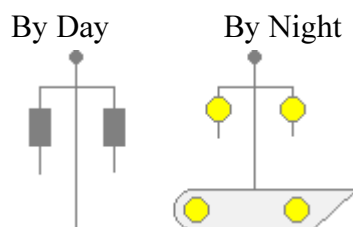
#### Signal No. 2: Passage clear on side shown



By Day: A drum at the yard arm on the side on which the passage is clear.  
By Night: A white light at the yard arm on which the passage is clear. A red light at the yard arm on which the passage is not clear. Two white lights along the bulwark where passage is clear.

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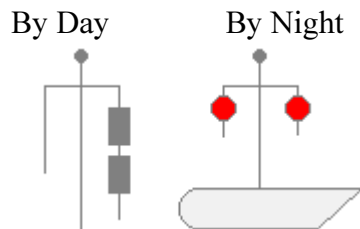
#### Signal No. 3: Passage is clear on both sides



By Day : A drum at both yard arms  
By Night: A white light at both yard arms and tow white lights along the bulwark both sides.

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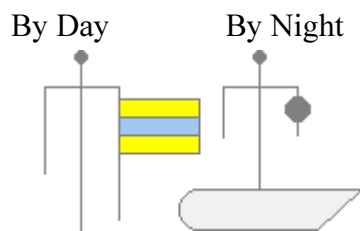
#### Signal No. 4: Passing not allowed on either side



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

By Night : A red light at both yard arms.

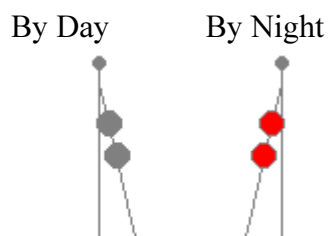
#### Signal No. 5: I am going about



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

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

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



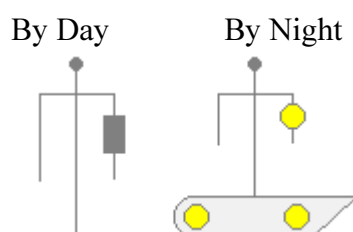
International Signal

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

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

##### Signal No. 1: Passage clear on side shown

(I am at work or moored).



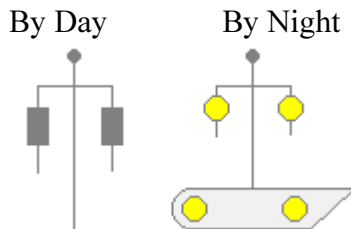
By Day: A drum at the yard arm on the side on which the passage is clear

By Night: A white light at the yard arm on the side on which the passage is clear. Two white lights along the bulwark on the side on which the passage is clear.

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

(I am at work).



By Day: A drum at both drum yards

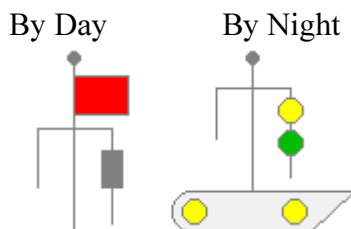
By Night: A white light at both yard arms. Two white lights along the bulwark on both sides.

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### **Signal No. 3: Passage clear on side shown, with speed reduction**

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

This signal is also used by "Warehouse" string of barges. The International Signal TE may also be hoisted. In this case the decrease of speed is imperative. By night the imperative decrease of speed is shown on the Pilot's boarding order.



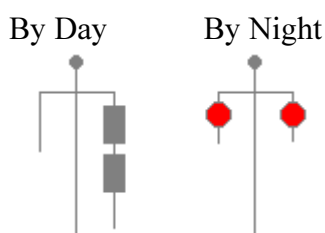
By Day: A red flag at the masthead. A drum at the yard arm on the side on which the passage is clear

By Night: A white light over a green light on the side on which the passage is clear. Two white lights along the bulwark on the side on which the passage is clear.

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

Passing not allowed on either side



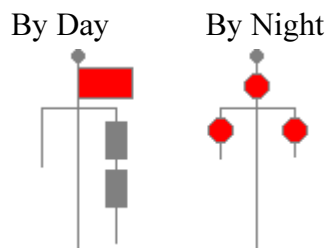
By Day: Two drums one over the other at the yard arm.

By Night: A red light at both yard arms

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

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



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

By Night: A red light at the masthead. A red light at both yard arms.

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

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

